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Directory of the Grain Trade

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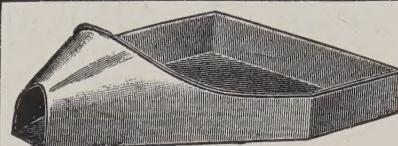
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Room 39 Chamber of Commerce, Peoria, Ill.

RUMSEY, MOORE & CO.

GRAIN COMMISSION

Board of Trade

PEORIA, ILL.

Your Consignments solicited—Personal attention—

Quick Returns to all. Ask for Our Bids

BUCKLEY, PURSLEY & CO.

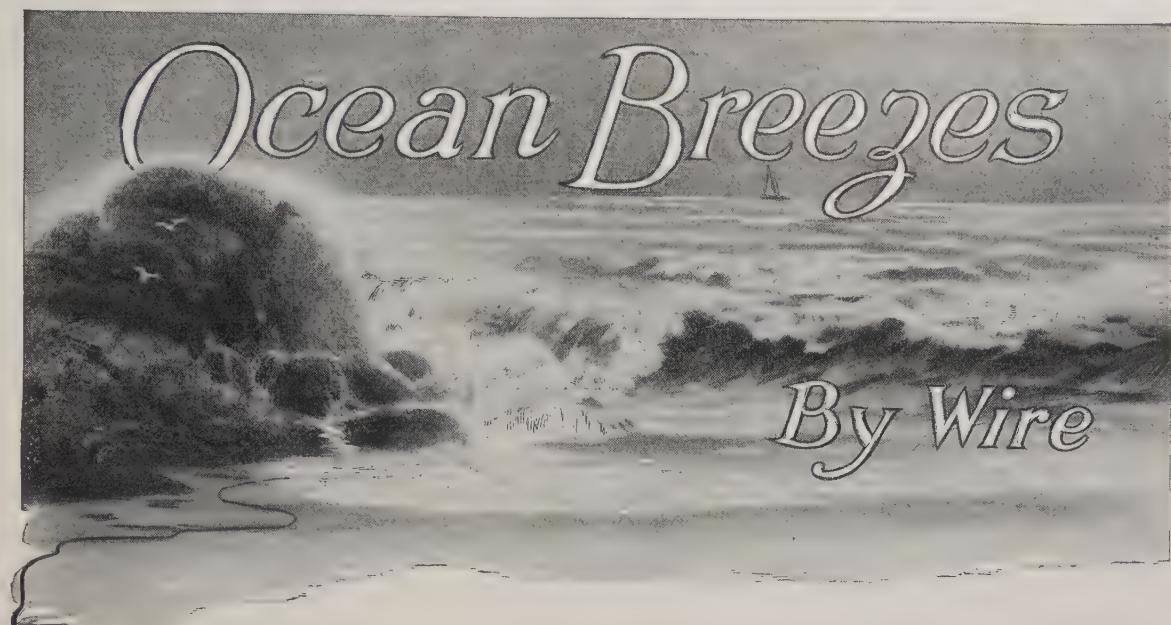
Commission Merchants

GRAIN AND SEEDS

10 Chamber of Commerce PEORIA, ILL.

ACCOUNT BOOKS FOR SALE BY
GRAIN DEALERS JOURNAL, CHICAGO

GEO. L. BOWMAN & CO., GRAIN COMMISSION Peoria, Ill.



How often during the intense heat of the summer when the duties in the home and office almost seem to overwhelm you, have you longed for a glimpse of the ocean with its foaming waves and cooling breezes?

A *Western Electric* Fan

In your office and your home will keep you cool. It freshens the surrounding atmosphere, giving you new strength to withstand the sweltering days that otherwise would be almost unbearable.

The fans are so light they can be carried from room to room. No wiring is necessary. Just attach the cord to any electric light socket and turn the switch. It will run continuously without attention and consumes little current.

**Write our nearest house for your copy
of our folder
"Ocean Breezes by Wire"**

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Manufacturers of the 7,000,000 "Bell" Telephones

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GET OUR PRICES ON
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WE WILL SAVE YOU
MONEY.

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MACHINERY & SUPPLIES

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BIN GATES OF ALL K.NDS

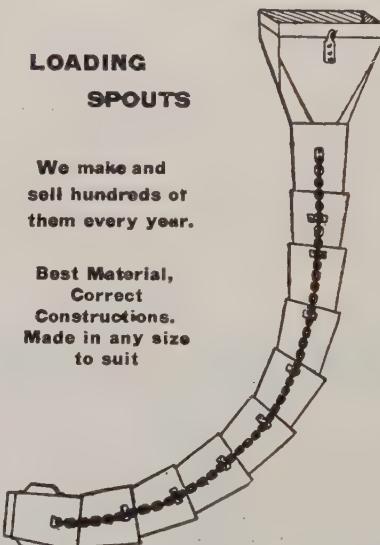
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Joints and all
Sheet Metal
Work.

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We make and
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Best Material,
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Made in any size
to suit



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Our seamless Rubber Belting is the best for
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ADJUSTABLE,
ALL SIZES.



BOOT PANS, ALL Sizes.



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CUP BOLTS
All Kinds.



Rawhide and
Indian Tan
Best Quality

MACHINE CUT LACING

Ask us about Corn shellers and cleaners.



complete line of bearings,
Plain and Self-Oiling.

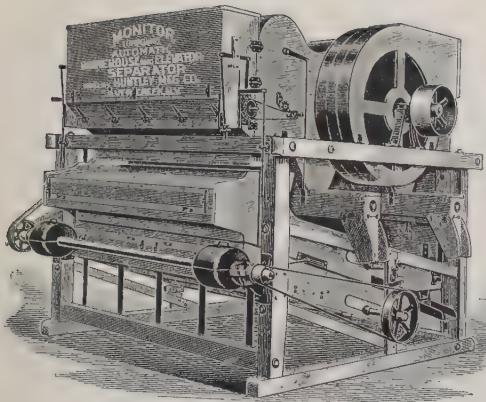


By Comparison always found to be the best. We
carry a full line Wagon, Hopper and Dump Scales.



GRAIN TESTERS

Both the
HOWE and
CHAMPION
carried in
stock.



One of our latest — "Monitor" Automatic Receiving Cleaner, a machine carrying the most important improvements to be found in modern high-grade machines manufactured for receiving cleaning work. Our literature proves it.

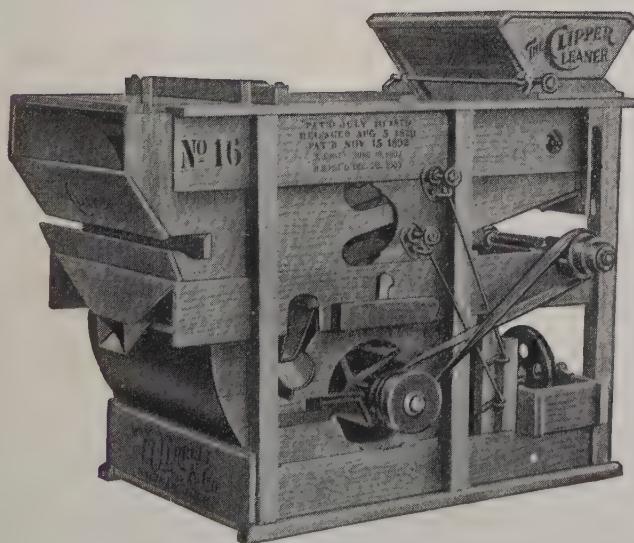


Why— there are 123 styles of "Monitor" Cleaners

—because in 35 years' experience we have found 123 kinds of cleaning work requirements, each of sufficient importance to warrant a special type of "Monitor" Cleaner. It's the discriminating grain dealer who wishes to clean to the closest calculations who finds "Monitor" **special** features of great value. Today more of the finer grades of grain and seed cleaning work are performed with "Monitors" than with any other cleaner, while it is also true that "Monitors" are the buying word of a majority of the largest-capacity dealers who are not overly anxious for close cleaning—proving conclusively that "Monitors" cover every range of cleaning. Investigate our full line and you will find we come closest to **specified** cleaning requirements with **special** "Monitor" equipment—a feature that has made "Monitors" the most dominant thing in grain cleaning machinery.

HUNTLEY MFG. CO., Silver Creek, N. Y.

The No. 16 Clipper Seed and Grain Cleaner



This is a first class Cleaner of medium capacity that will make any separation that can be made on our largest and most expensive machines

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

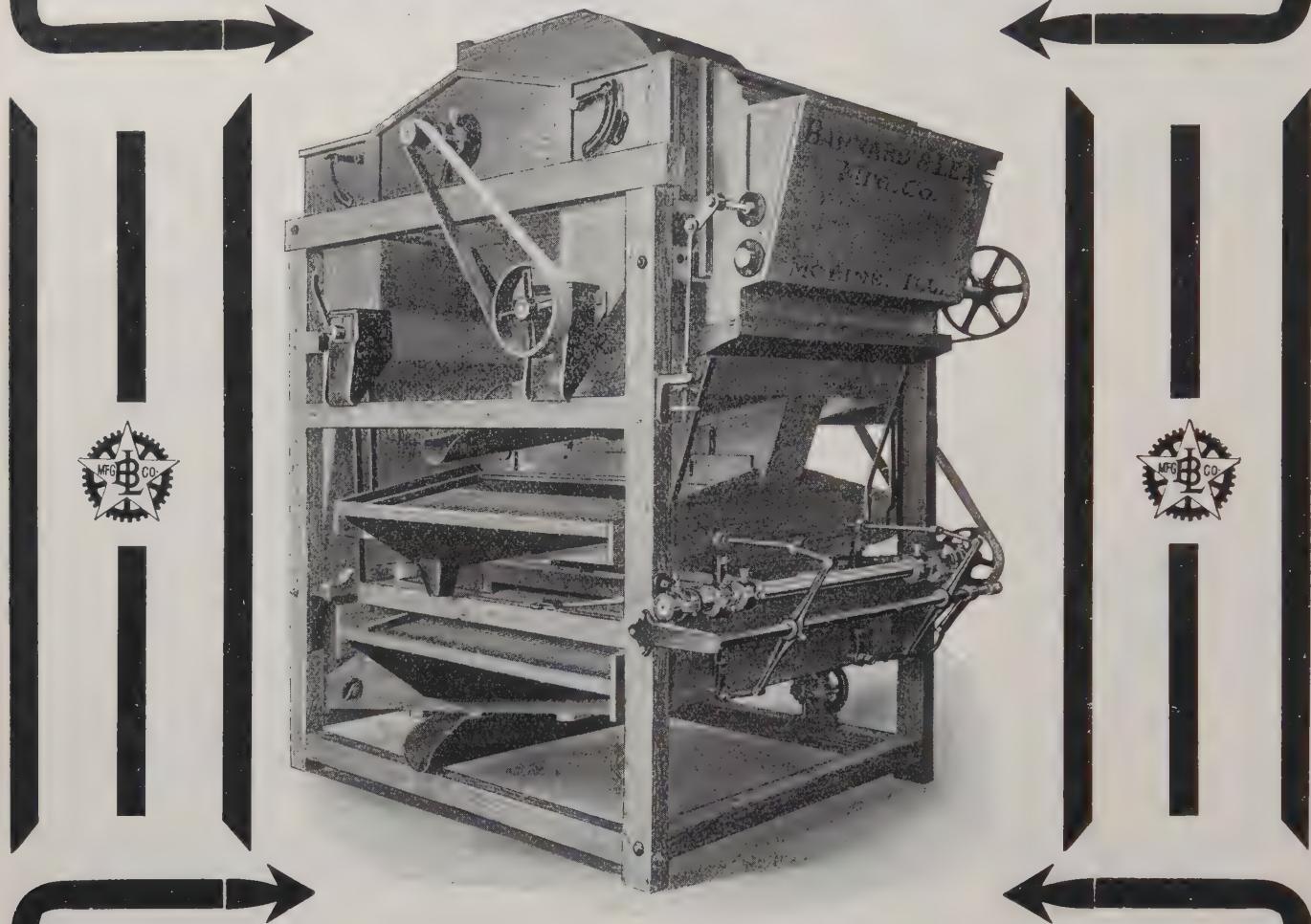
This machine is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.

A. T. FERRELL & CO.

SAGINAW, W. S.

MICH.

Two Kinds of Sieve Motion



Barnard's Double Separator has two kinds of sieve motion—sieves in line with the travel of the grain and sieves with side shake.

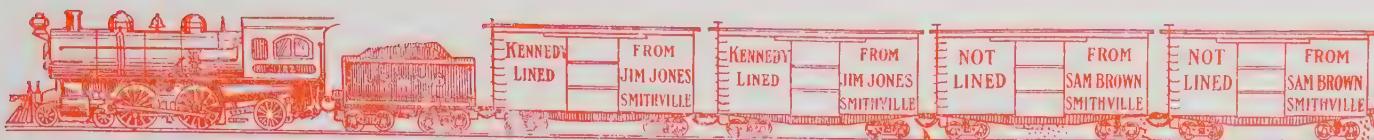
All rough trash and coarse impurities are removed by the end shake sieves and consequently are not mixed with the other tailings from the side shake sieves, and can therefore be sold for feed or mixed with other coarse grain.

The side shake sieves are kept perfectly clean with our new sieve cleaning device which works underneath the sieves and lifts the trash out and causes it to tail over instead of assisting it to pass through with the grain.

All bearings and eccentrics are self-oiling, it has large settling chambers, and the sieves are all adjustable and can be easily removed.

Every grain man should have one.

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
 ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Profit line

Sam Brown Learns a Lesson

Smithville has two grain dealers — Jim Jones and Sam Brown, both of whom do a good business and are what one would call friendly competitors. Jones met with several heavy losses on account of grain leaking in transit, and ever since has used Kennedy Car Liners as an insurance against leakage. Brown, however, had been fortunate with his cars and for that reason displayed very little interest in Kennedy Car Lining, until the time when he shipped two cars on the same day his competitor Jones had shipped two cars.

About a week later, when the returns came in, Brown called at Jones' office and said — "Say, Jim, look at this, I lost \$200 on those two cars of grain shipped last week, on account of leakage." "Serves you right, Sam," replied Jim, "my returns showed up fine. I've told you time and again to use Kennedy's Car Liners, they've certainly saved me a lot of money." Brown started back for his own office, but just as he got to the door he shouted back: "By the way, Jim, what's the address of that Kennedy concern?" "Shelbyville, Indiana," replied Jim. "Thanks," said Brown and walked back to his office, cussing himself because he had not used Kennedy Car Liners.

Now, what we want, is for all you Browns to read this and wise up a bit before you get caught. There's no gettin' around it, Kennedy Car Liners will save you \$\$\$\$\$\$ every year. This fact will be clearly shown when you compare their cost to the average losses due to leakage in transit.

KENNEDY CAR LINERS

are being used by the majority of grain dealers all over the country, and each and every day finds new customers. In every instance they have proved to be a money saver and a check against leakage.

We have various types of liners suitable for all cases of leaky cars: KENNEDY STANDARD LINERS being for cars in **general bad order**; KENNEDY END LINERS, intended for cars with **defective** ends and corners; and the KENNEDY GRAIN DOOR LINERS furnish protection at the **grain doors**, the paper being so reinforced as to be securely effective. In cases where shippers desire we have the KENNEDY BURLAP REINFORCED LINERS. After a shipper has become accustomed to their use the liner can be installed in a very short time, and time saved in patching an old car is alone worth the price of the liner.

There is only one KENNEDY system of Car Liners. It is a patented article and manufactured by us exclusively.

The NEW CROP will soon be here and during this season of the year you are always compelled to load cars out of condition and dangerous for grain loading. Now is the time to lay in a stock of KENNEDY LINERS. BE PREPARED. SEND NOW for an assorted list of these liners.



THE
KENNEDY
 CAR LINER & BAG CO.
 SHELBYVILLE, INDIANA

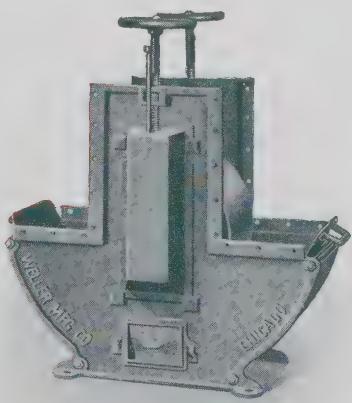
Losses

WELLER-MADE

Elevating Conveying and

The name **Weller Mfg. Co.**
stands for
Quality and Service

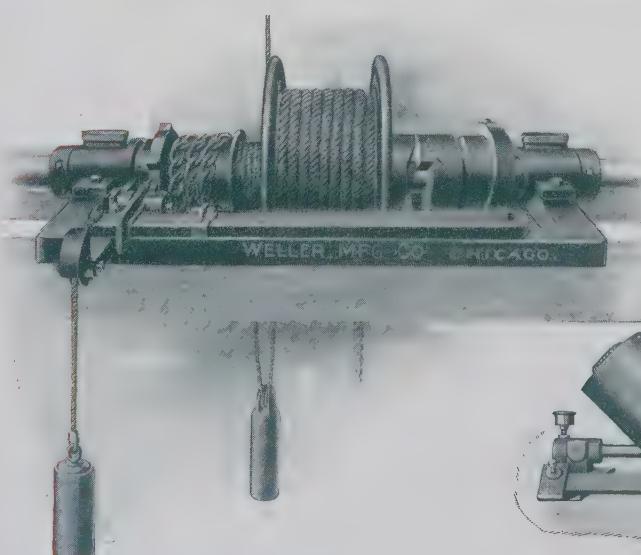
Weller Equipment is giving satisfaction wherever grain is handled by machinery—in hundreds of country elevators both large and small—in the big transfer houses and in the large terminal elevators where every piece must stand the rush at all times in the most severe, continuous and exacting duty required of any grain handling machinery in the world.



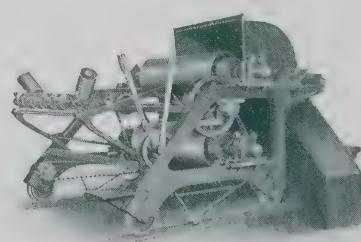
C. I. Elevator Boot

THERE IS A REASON

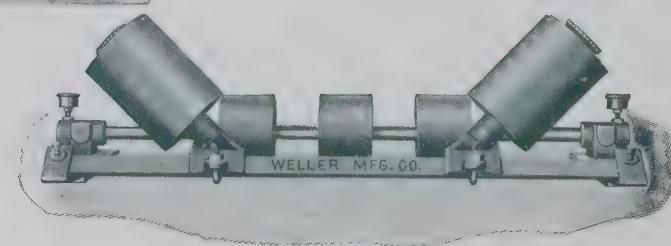
And that reason is—“Weller-Made” Machinery is designed and built to work under the hardest class of service and to run right and stand up under all kinds of hard and trying conditions.



Clark Automatic Power Shovel



Self-Propelling Belt Tripper



Belt Conveyor Roller



Flexible Car Loading Spout

WELLER-MADE Power Transmission Machinery

Weller Service means that your interest is looked after at all times

Our Engineering Department gives thorough study and consideration to your problem to see that you get the best possible arrangement for your particular requirements.

Our Shop organization constructs and inspects your work, fitting up and testing out same before shipping so that every piece fits into its proper place when received by you.

Our Shipping Department keeps track of and watches the forwarding of your order on time and in the best and safest way.

If you are going to build a new house, make additions to your old one, or replace some of your present equipment let us submit a proposal on your work.

Our latest catalog, No. 20, containing 520 pages describing our full line of Standard Elevating, Conveying and Power Transmission Machinery as well as many special devices and arrangements for handling of material, will be sent upon request.

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New York Office,

50 Church St.

Main Office and Works,

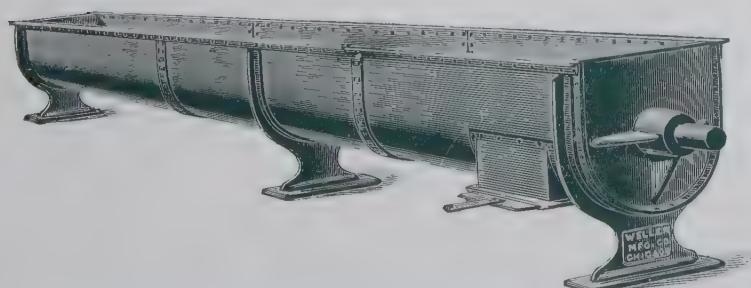
CHICAGO, U. S. A.

St. Louis Office,

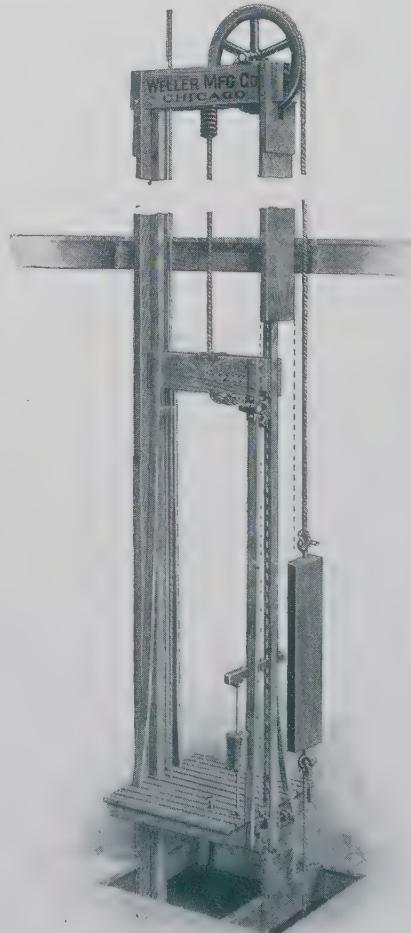
520 Victoria Bldg.



Sectional Screw Conveyor



Steel Conveyor Box



Man Elevator

THE MORRIS

Grain Drier, Cooler and Conditioner

Does not blister or shrivel the grain but leaves it in good, natural condition. This is the only drier made that will successfully cool and condition bleached and purified grain without damaging the metal parts. The reason for this is that in the Morris drier the ventilation is so perfect and the air circulates so thoroughly all through the drier that the purifying agent has no effect on the metal parts. Other drier manufacturers will not guarantee the life of their driers if used on purified grain. We will and are doing this work successfully in a number of places.

Recent Installations of Morris Driers

ARE AS FOLLOWS:

At Minneapolis, Minn., Twin City Trading Co., 750 bushel drier; at Girard Point, Pa., Pennsylvania Railroad Co. Elevator, 3000 bu. drier; at Communipaw, N. J., Lehigh Valley Railroad Elevator, 1000 bushel drier; at North Transcona, Man., Canadian Pacific Railroad Elevator, 1000 bushel drier; at Fort William, Ont., Thunder Bay Elevator Co., 1000 bushel drier; Government Elevator, 2000 bushel drier; Fort William Elevator Co., 1000 bu. drier; Davidson Smith Elevator, 500 bushel drier; at Quebec, P. Q., Quebec Harbour Commissioners Elevator, 1000 bushel drier; at Saskatoon, Sask., Government Elevator, 1000 bushel drier; at Moose Jaw, Sask., Government Elevator, 1000 bushel drier, at Chicago, J. J. Badenock, 750 bushel drier. This list speaks for itself.

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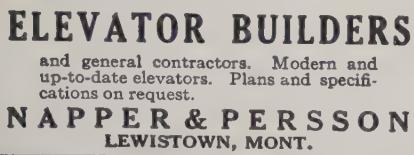
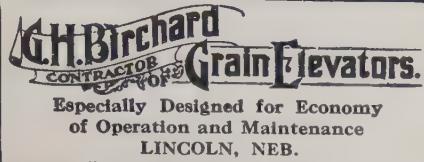
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New Elevator of the Farmers Square Deal Grain Co., Morris, Ill.

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

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CHICAGO, ILLINOIS

GRAIN ELEVATOR BUILDERS

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"a successful grain man"

The owner of a Reliance elevator handles grain on a bigger margin, because his operating expenses are lower.

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Construction Co.
Board of Trade
Indianapolis :: Indiana

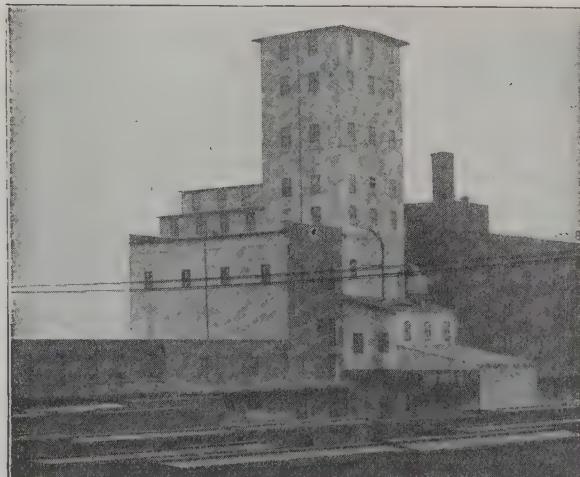
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to all parties expecting to build an elevator in the Southwest territory, our leaflet, "Cost of Complete Elevators."

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At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 120 pages, 8 1/2 x 14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. Price \$1.50.

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The Girard Point Elevator

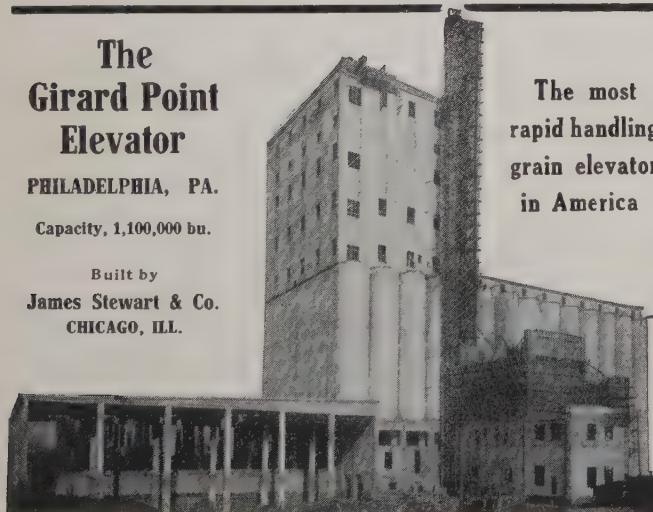
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Capacity, 1,100,000 bu.

Built by

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The most
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JAMES STEWART & CO.

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Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

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2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.

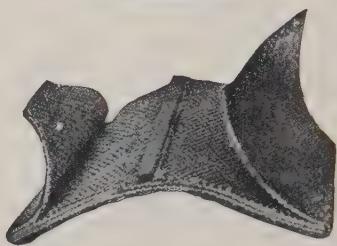
**We Can Furnish You
Rubber Belting**

that

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in the plies
like this



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in the seams
like this



Will transmit **maximum** power with **minimum** stretch.

Overcomes inability to operate heavy belts over small pulleys.

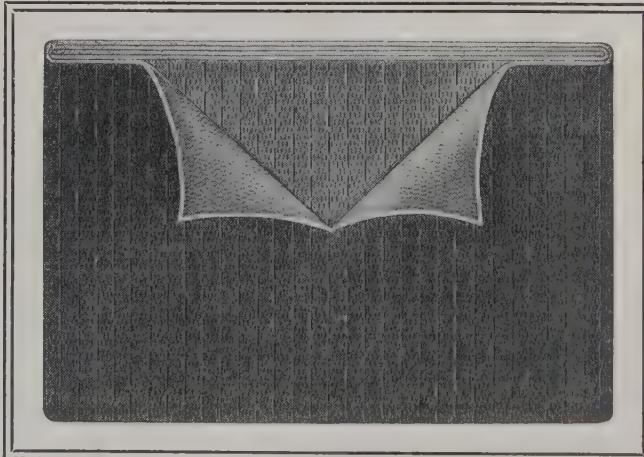
Can be worn out without separation of plies.

"R. F. & C." (Patented) Solid Woven Rubber Belt
is that belt.

W. H. SALISBURY & CO., Inc.

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Established 1855 CHICAGO, ILL.

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Supply Trade

Chicago, Ill.—The Richardson Scale Co. announces the opening of a branch office in Dallas, Tex., 1514 Main street, with J. Instone in charge.

Chicago, Ill.—The office of John S. Metcalf Co., Ltd., has been moved to larger and more suitable quarters on the seventh floor in the Women's Temple.

Chicago, Ill.—Moving day brot change in the address of the Chicago representative of the Huntley Mfg. Co., F. M. Smith, its representative, now being located at 306 Traders Bldg.

Omaha, Neb.—W. V. Krepps, with sixteen years of scale experience, has been given charge of the scale department of the American Supply Co. He reports a satisfactory increase in the demand.

If all the money advertisers spent in mediums not suited to their use was concentrated in those that they really ought to use, there would be many more advertising successes.—Mahin's Messenger.

Chicago, Ill.—The Chicago office of the Invincible Grain Cleaner Co., Silver Creek, N. Y., has been moved to 1041 Webster Bldg., where genial F. H. Morley, Jr., will continue in charge as its representative.

Chicago, Ill.—The Weller Mfg. Co. has just issued a discount sheet applying to catalog No. 20. To all readers of the Journal contemplating the purchase of machinery or supplies, a copy will gladly be sent upon request.

Bloomington, Ill.—A recent departure for the B. S. Constant Mfg. Co. is in its becoming local distributor of a well-known automobile, together with tires and tubes. It reports that the sales have already exceeded all expectations.

Chicago, Ill.—The bright prospects for an enormous crop in 1914 have evidently influenced the well-known grain elevator construction concern of Macdonald Engineering Co. in their selection of larger and more commodious offices at 947-951 Monadnock Bldg.

Sparta, Wis.—R. T. Carey, for many years in the employ of the Huhn Elvtr. Co., Minneapolis, has resigned his position to become a traveling salesman for the Grain Separator Co. No doubt the many friends of Mr. Carey will soon have an opportunity to see him in his new capacity.

Omaha, Nebr.—The Hall Distributor Co. reports the sale of Hall Signaling Distributors to Cannon, Haase & Metcalf, Granville, Ill.; Erickson & Rasmussen, Crystal Lake, Ia.; Fremont Fdry. & Mach. Co., Fremont, Neb.; R. L. Cole & Co., Krum, Texas; The Colwich Farmers Elvtr. Co., Colwich, Kans., and Lord Mfg. Co., Wamego, Kans.

Chicago, Ill.—A small booklet, but one tending of much interest to belt users, is that being sent out by the W. H. Salisbury & Co. entitled "Belt Dreams Do Come True," and as facts that lend color to their claims for the "R. F. & C." belt are recent orders from Belt Elevator, Chicago, for 554 ft. of 36-in. 5-ply; Texas Star Flour Mills, Galveston, 134 ft. 20-in. 6-ply; and 1,936 ft. in 12-in., 18-in. and 24-in. sizes to be installed in the Plant Mfg. Co. new house at St. Louis, for which Macdonald Eng. Co. has the contract.

Scranton, Pa.—H. D. Swarts, the inventor and manufacturer of the Universal Rat and Mouse Catcher, makes a personal application of one of the well-known quotations of America's great poet, Emerson, "If a man can make a better mouse trap than any other man, the world will make a beaten path to his door, though he live in the heart of the forest." Mr. Swarts states that he has not only done that, but has a trap that will catch rats as well, one of his newly invented traps having caught over 500 rats in three months.

Washington, D. C.—The first conference for nation-wide discussion of American foreign trade will be the National Trade Convention to be held May 27, 28 under the auspices of the American Manufacturers' Export Ass'n, the American Asiatic Ass'n, and the Pan-American Society, proceeds from a realization that the foreign trade is now at a point where its future is vital to the country's prosperity. With the tariff designed to throw American industry into world-wide competition, important problems relating to sales of American products abroad demand attention.

Chicago, Ill.—The Hess Warming & Ventilating Co. announces that after a series of experiments it has succeeded in adapting the glass flask tester to use with gasoline for fuel. This has not been done heretofore, alcohol and gas being the only fuels successfully used with the glass flask tester. The Hess Company's tester with copper flasks has been widely used with gasoline, and now that company is prepared to supply gasoline burners with its glass flask testers, which are built exactly on the specifications of Bulletin 72, Department of Agriculture, and generally known as the Brown-Duvel tester.

Chicago, Ill.—An alliance has been formed between the Conlon Washer Machine Co. of Chicago and the Western Electric Co., and the entire line of Conlon electric washing machines will be marketed exclusively by the Western Electric Co. under the trade name of the "Western Electric-Conlon." Ample stocks will be carried at each of the twenty-eight Western Electric distributing houses located at shipping centers throughout the United States. The Conlon washer is well known to the electrical trade in general and is looked upon with particular favor by the central stations. Every moving part of this machine is enclosed and belts or chains are not used as the motor is direct connected to the moving parts by a worm gear shaft drive.

Minneapolis, Minn.—Wherever grain is loaded into cars, the elevator men seem to be awakening to the advantages of an efficient spout holder. Among recent sales of the Englehart Flexible Spout Holder and Car Loader, made by L. E. Taylor & Co., are the following: Farmers Elvtr. Co., Gowrie, Ia.; Koppitz-Smith Mill Co., Pacific, Mo.; F. M. Cook Elvtr. Co., Chasey, N. D.; Morrisson & Thompson Co., Kokomo, Ind.; Shirley Farmers Grain & Coal Co., Shirley, Ill.; Farmers Elvtr. Co., Sidney, Mont.; W. O. Kay Elvtr. Co., Malad, Ida.; Farmers Union Warehouse Co., Hatton, Wash.; J. & R. Leas, Castine, Ohio; Farmers Elvtr. Co., Joy Station, Kans.; Miller Elvtr. Co., Sisseton, S. D., and Farmers Grain Co., Rosalie, Neb. The Neola Elvtr. Co. of Chicago has purchased six Spout Holders for their stations at Leonore, Wedron, Dayton, Serena, Sheridan Jct., and Baker, Ill.

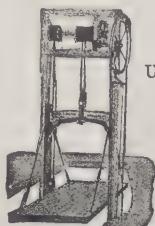
Minneapolis, Minn.—L. E. Taylor & Co. is now manufacturing and putting on the market a new device known as an Automatic Hopper Scale Tally for registering automatically the number of drafts of grain drawn from a bin through a hopper scale. This device will prevent an elevator man making mistakes in checking up weights with a Railroad Co. on the number of drafts of grain loaded in a car. The tally consists of a pocket attached on the inside of a hopper scale with a spring trip lever that works the tally, which can be fastened in the most handy position. The tally is attached to the grain shut off so that the tally will not work when grain is running out of scale hopper. This is an inexpensive article and is a very good investment for users of hopper scales.

Toronto, Can.—Many glowing promises are being made for the Tenth Annual Convention of the Associated Advertising Clubs of America at Toronto, June 21-25. Among them are that the program is to be comprehensive and diversified, covering every phase of modern merchandising, that the sessions will be addressed by able, successful men, that everybody will be given a chance to ask questions and hear his own problems discussed by men who have met and solved them. Edward Mott Woolley, the famous writer on business topics, has made a study of the A. A. C. of A., and their work as well as of the plans for the Toronto Convention, embodying the result in a little booklet "The Story of Toronto." It will be sent free to all business men asking for it on their business stationery, together with detailed facts as to the convention program and rates for accommodation, and can be secured by addressing Convention Bureau, Toronto, Can.

Bowling Green, Ky.—The Tom Thumb Flour Mill should appeal to many grain dealers and to those who own elevators. This mill is manufactured by the Damon Mfg. Co. of Bowling Green, Ky., and Indianapolis, Ind., and is offered in sizes of 25 and 40 barrels capacity per 24 hours. It occupies a floor space of 7'x12', and all the machinery is located under and on a frame, 7'x12'x6', with elevators extending but 16' above the floor. The power advised by the builders is 8 h.p. for the 25-barrel outfit, and 12 h.p. for the 40-barrel mill, and they designate it as "the one-man, one-story mill," and state that neither a basement nor second story for the building is required. As the outfit comes complete, there are no other expenses incurred, aside from the freight and for the fitting of the spouts and the building as a receiving bin and grinding bin. This unique mill has been designed by people who have been in the flour mill building business for many years, and the firm states that most of their orders come from practical millers, who are competent to judge as to its merits. Full particulars on application to inquirers who mention the Grain Dealers Journal.

I WOULD NOT THINK of trying to get along in the grain business without the Grain Dealers Journal.—Lester Stone, Kansas City, Mo.

THE CANADIAN NORTHERN Elevator at Port Arthur contained 8,300,000 bus. of grain at the end of the winter which amount is said to be a world's storage record for a single elevator. In addition to this 700 cars of grain are waiting in the C. N. R. yard to be unloaded, for lack of elevator space. !!

"SAFETY FIRST" MANLIFT**THE MANLIFT
WITH NO REGRETS**

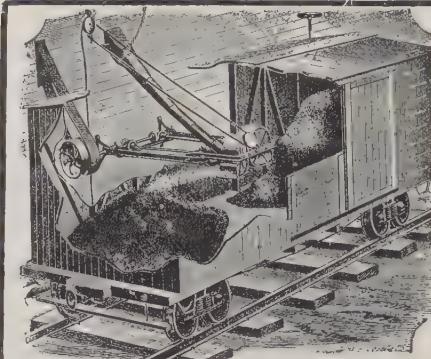
Users consider our "NEW ERA" MANLIFTS to be the best—always reliable. We also make

HAND ELEVATORS
POWER ELEVATORS
DUMBWAITERS
INVALID HOISTS OR
HOUSE ELEVATORS, ETC.

Write for Information.

NEW ERA ELEVATOR & MFG. CO.
SIDNEY, OHIO

Mention this paper.

**9,000 BUSHELS PER HOUR**

is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER,

STERLING, ILL.

**The Van Ness Safety
Roller Bearing Manlift**

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days trial. Write for circulars and prices.

Manufactured and for sale by
**R. M. VAN NESS
Construction Company**
Fairbury, Nebr., and Lincoln, Nebr.

**SUCCESS
SAFETY MAN LIFT**

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1913

DO IT NOW

HASTINGS

Foundry & Iron Works
HASTINGS NEBR.

**Safety Should Be
Your Watchword!**

Install a manlift in your elevator that will not endanger the lives of your employees. The Bird Cable Guide Manlift can be installed for

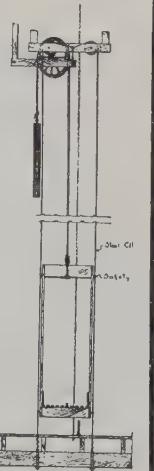
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the cost of others. Special features include safety device in case of accident; wire rope guides easily kept in alignment; ball bearing on main top sheave. Safety first, install a Bird.

Write for full particulars.

C. E. BIRD & CO.

Corn Exchange
Minneapolis



If you want the best machine for handling grain in any condition, look over the

Bernert Pneumatic Conveyor

It has a positive force feed, that can be used anywhere ahead of the fan.

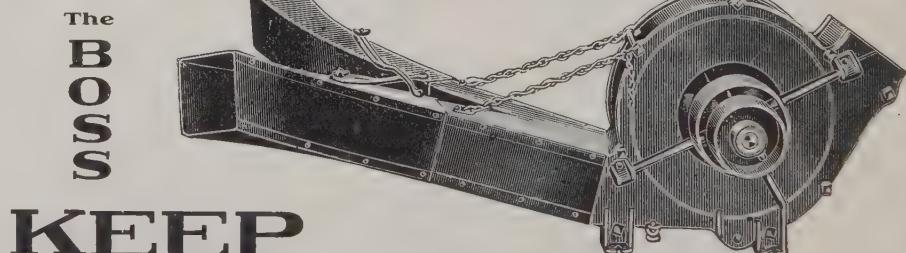


It will not crack or bruise grain, in any condition, dry or wet. It will convey and load cars, just as effectually, several hundred feet away as if the distance were only ten feet. It will do elevating, and transfer around angles. It will trim the largest boat to the fullest capacity, quickly and effectually. It will deliver the material where desired. For more information, write for catalog No. 5 to

BERNERT MFG. CO.

759 33rd St.

Milwaukee, Wis.



KEEP
THE
MONEY

you pay for extra labor, in your own pocket. And at the same time, load your grain faster and better than ever before. They will load your cars to fullest capacity without setting foot inside the car. A

BOSS Car Loader

will pay for itself, in many cases, in a single season, and, for many years after, earn you an annual profit in the lessening of the expense of handling your grain.

Our Loaders last. Write for booklet.

Write for complete catalog to your nearest Mill and Elevator Supply House. They can supply you. If not, write to us direct.

If Your Business

isn't worth advertising
advertise it for sale

MAROA MFG. CO.
Maroa, Ill.

Claim Losses Prevented

by TYDEN SELF-LOCKING CAR SEALS bearing your name and consecutive numbers. Thousands of shippers use them.

Write for Samples and Prices

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Gen'l Sales Agent
617 Railway Exchange Bldg., CHICAGO, ILL.



Written Contracts Book

This book is planned for recording agreements for the delivery of grain bought. By its use each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

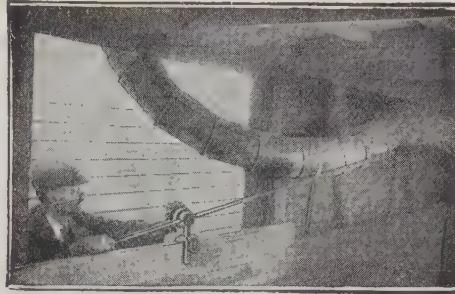
The stub is signed by the farmer certifying that he has sold bushels of at per bu., to be delivered on or before It also certifies that he has received dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4". You cannot afford to be without these blanks.

Order form No. 9. Price, 50 cents
GRAIN DEALERS JOURNAL
315 S. La Salle St., CHICAGO, III.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal of Chicago.



L. E. TAYLOR & CO.

Sole Manufacturers and Distributors

The "Englehart" Flexible Spout Holder and Car Loader

914 Flour Exchange
MINNEAPOLIS, MINN.

One of the many unsolicited testimonials we receive from users. This loader SAVES TIME, LABOR, HEALTH AND MONEY:

Watkins, Iowa, May 4th, 1914.

L. E. TAYLOR & CO.,
Minneapolis, Minn.

Gentlemen—Enclosed find check for Eighteen (\$18.00) dollars for the Englehart Spout Holder which we received from you on trial January 31st.

Gentlemen, that is a very useful article and I think that no elevator is fully equipped without one of your Spout Holders for use when loading every car. It does away with the necessity of party who is loading, getting into the car and shoveling back the grain, or crawling in to change the spout when one end of the car is loaded. Many an employee at an Elevator has endangered his health by having to get into a car and shoveling back the grain while loading, taking into his lungs that poisonous dust and dirt that is often times in the grain.

If every Elevator had one of your Spout Holders it would prolong the lives of employees many, many years, besides facilitating the work and saving valuable time. I am certain that the firm would receive many thanks from the ones who had to do the dirty work. Nothing like giving safety to the employees.

I expect to always speak a good word for the Englehart Spout Holder and will also tell people where they can purchase it.

Yours truly,
WATKINS GRAIN COMPANY.
(Signed) Ray A. Beuter, Manager.

Very reasonable prices on Flexible Spouts and all supplies. Write for prices on Racine Dustless Grain Separators.

NORTHERN DISTRIBUTING CO.,
Grain Exchange, Winnipeg, Man.

L. E. TAYLOR & COMPANY,
Minneapolis, Minn.

If you only knew the many advantages to be had by equipping your mill or elevator with a

WOLF EMPLOYEES ELEVATOR

you would order one before night. Ask what the advantages are. Write TODAY.

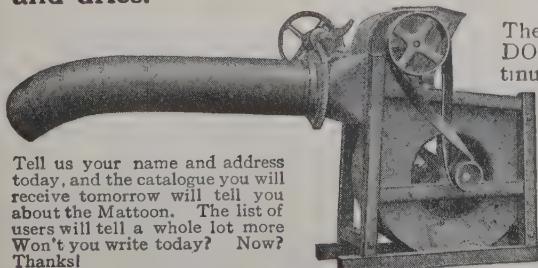
THE WOLF COMPANY
CHAMBERSBURG, PA.



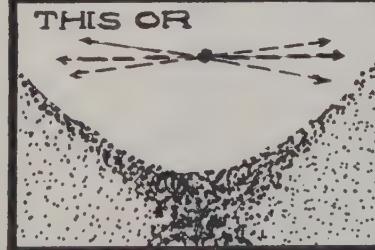
A Mattoon Car Loader

not only fills the largest car to full capacity, but actually betters the quality of your grain.

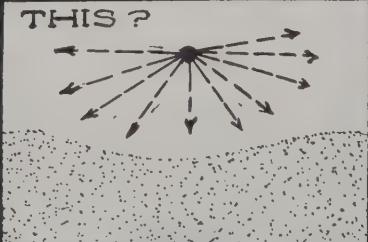
This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now? Thanks!



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.



Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

The
Strong-Scott Mfg. Co.
MINNEAPOLIS, MINN.

Northwestern Agents for
Invincible Grain Cleaners,
Richardson Automatic Scales,
Knickerbocker Dust Collectors



Saves Half the Power

BECAUSE

There is No-Back-Pressure

The New "1905" Cyclone Dust Collector

Write for Catalog on Dust Collectors

The Knickerbocker Co.
Jackson, Mich.

Coming Conventions.

May 19-20.—The Oklahoma Grain Dealers Ass'n at Oklahoma City, Okla.

May 21-22.—Texas Grain Dealers Ass'n at Fort Worth, Tex.

May 22-23.—American Feed Manufacturers Ass'n, at Auditorium Hotel, Chicago, Ill.

May 26-28—Kansas Grain Dealers Ass'n will hold its annual meeting at Kansas City.

May 27-30.—Millers National Federation at Old Point Comfort, Va.

June 2-3—Illinois Grain Dealers Ass'n at Cairo, Ill.

June 11-12.—Wichita Board of Trade annual gathering at Wichita, Kan.

June 15-16.—Council of Grain Exchanges at Buffalo, N. Y.

June 17-18.—The Ohio Grain Dealers Ass'n at Cedar Point, O.

June 23-25.—American Seed Trade Ass'n at Washington, D. C.

June 24-25.—Mid-summer meeting of Indiana Grain Dealers' Ass'n at Indianapolis.

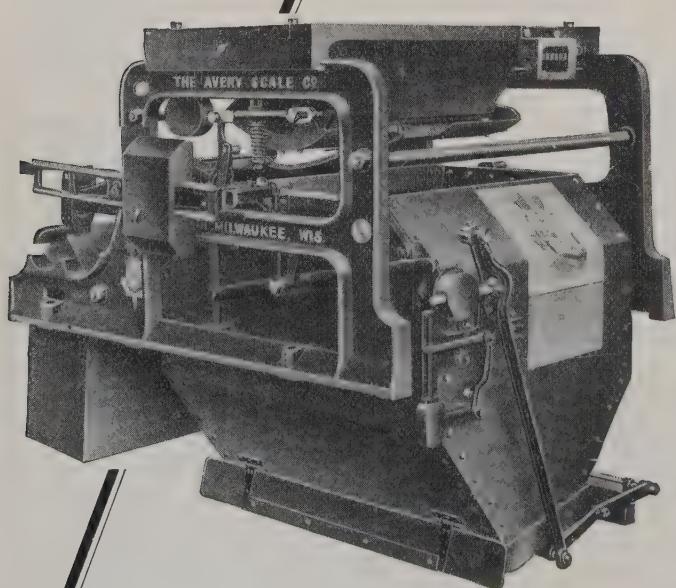
July 14-16. The 21st annual convention of the National Hay Ass'n will be held at Cedar Point, O.

Oct. 12-14—Grain Dealers National Ass'n at Kansas City, Mo.

Do You Want

The grain trade news? Then subscribe for the Grain Dealers Journal. Twice each month for \$1.50 per year.

AVERY AUTOMATIC SCALES



make railroad claims collectible. There is no disputing over the correct weight. The best way to get an even break with railroads is to install an

Avery Automatic

You should know more about this scale, so write the main or any of our branch offices, and descriptive literature will be forthcoming immediately.

AVERY SCALE COMPANY, N. Milwaukee, Wis.

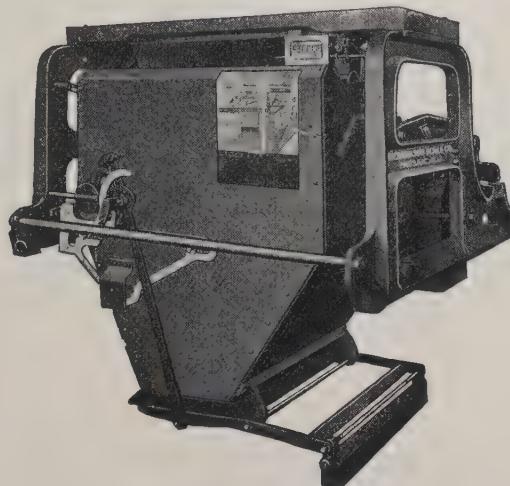
732 Marquette Bldg., Chicago
Room A-1 Chamber of Commerce, Minneapolis
202 Boston Bldg., Kansas City

310 Merchants Exchange, St. Louis
1600 U. S. Express Bldg., New York City
Canadian Representatives—Canadian Allis-Chalmers, Ltd., Toronto, Ont.

426 Board of Trade, Indianapolis, Ind.
441 Brandeis Bldg., Omaha, Nebr.

\$15,000.00 Worth of Automatic Scales

to help weigh the billion bushel 1914 wheat crop.



The Kansas Flour Mills Co. of Wichita, Kan., which operates more than 100 grain elevators in Kansas and Oklahoma, will equip all these houses with

Richardson Automatic Scales

50 are being installed right away.

They write us as follows:

"We will answer yours of recent date in a very few words.

"In 1913 we bought two of your scales, and two each of two other makes. We gave these six scales a thorough test in 1913. Well, you got an order for fifty scales the other day to be installed for the wheat crop of 1914. We guess that proves which of the three different makes of scales gave us the best satisfaction.

"The only thing we have against the Richardson Scale is its stiff price. We could have bought others cheaper."

The fact that the Kansas Flour Mills Co. has placed this order for scales, amounting to nearly \$15,000.00, clearly shows their optimistic views of the 1914 crop—YOU will have to weigh and ship part of that billion bushels from YOUR elevators, so you will need scales that YOU can rely on to weigh accurately.

You read a few months ago that the Alberta Farmers Elevator Co., Calgary, had ordered 90 Richardson Automatic Scales.

"Everybody's doing it" and doing it NOW to be in time to weigh out the new crops.

GET ON THE BAND WAGON. WRITE US TODAY

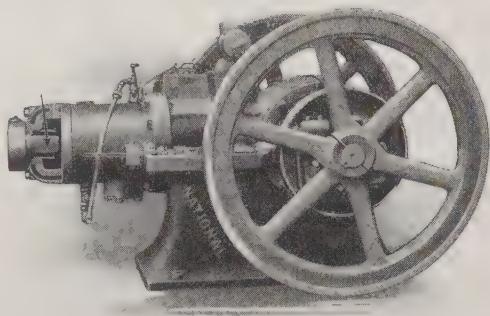
Richardson Scale Company

1909 Republic Bldg., Chicago
Dept. G, 413 Third St. S., Minneapolis
Dept. G, Box 305, Omaha
Factories: Passaic, N. J.

Passaic, N. J.
818 N. Emporia St., Wichita, Kan.
Dallas, Tex.
Warehouses: Chicago, Minneapolis, Wichita, Kan.

887 Ellicott Sq., Buffalo
Lethbridge, Alta.
Bridgeburg, Ont.

National Oil Engine



Cheaper power, better service, spells greater profit for you.

A National Oil Engine will bring this about. It burns all the lower grades of oils. It is simple in design, substantial in construction, has no complicated parts, requires no batteries, magnetos, hot tubes, spark plugs, carburetors or mixing valves.

The earlier you install one the greater your saving will be.

Get our catalog and prices.

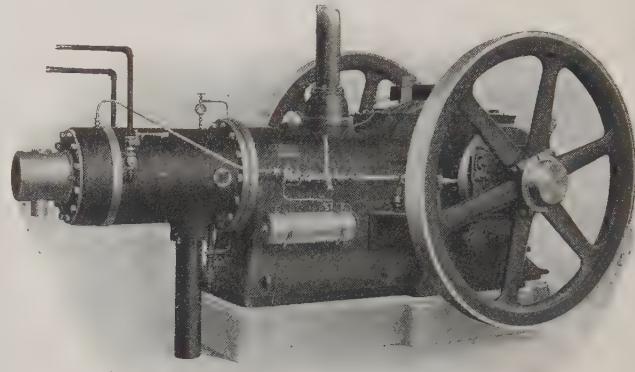
Do it now.

National Steam Pump Company
Upper Sandusky, Ohio

CERTAINLY, YOU HAVE HEARD ABOUT THE "MUNCIE OIL ENGINE"

The Ideal, LOW COST POWER UNIT, USES LOWEST GRADES OF CRUDE OIL OR FUEL OIL COSTING TWO TO THREE CENTS PER GALLON AT REFINERIES. You can run a fifty H. P. Muncie for 20 to 25c per hour full load.

CHEAPER than any other power, better than steam, steady as electric power, quick started, always ready for business, carries ample overload, liberal proportions. Approved by underwriters and sold on POSITIVE GUARANTEE. Thousands in use. Mill owners everywhere specify THE MUNCIE. Write for full particulars of saving we can make you. State size needed and will send you latest catalogues of full line.



Type "C". Sizes 40, 50, 60, 75 and 100 H. P.

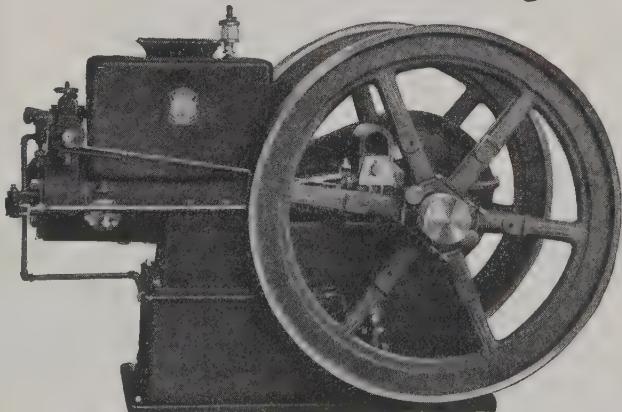
Muncie Oil Engine Co.

54 Ohio, Corner Railroad Muncie, Ind., U. S. A.

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

The Lauson Kerosene Engine



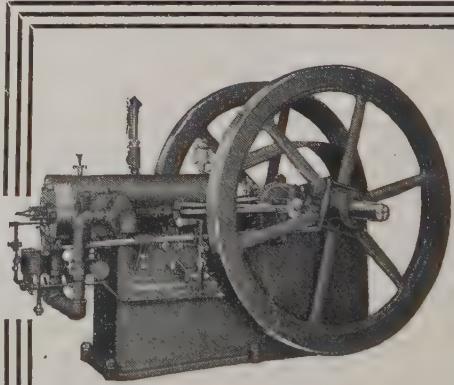
THE PEER OF THEM ALL

No Torch, No Pre-heating, No Carbon in Cylinder, Easy to Start and Operate, full rated horse power, with one-half the cost of fuel.

Built in sizes from 6 to 100 HP.

Write today for Large Catalog, which gives full information.

The John Lauson Mfg. Co.
65 Monroe St., New Holstein, Wis.



Fairbanks-Morse Oil Engines

Operate with high economy on low-priced oils. Greatly lower power costs of elevators and mills. Start easily, run smoothly and quietly. Every engine guaranteed.

Write for Catalog 23S550.

Fairbanks, Morse & Co.

Chicago New York Kansas City Indianapolis St. Louis Omaha St. Paul

Oil Tractors, Electric Motors, Electric Light Plants, Windmills, Feed Mills.

GRAIN ELEVATOR EQUIPMENT

We Stock and Manufacture a Complete Line of Equipment for

GRAIN ELEVATORS

PROMPT SHIPMENTS GUARANTEED

Write for Catalog and Prices.

The Manitoba Bridge and Iron Works, Ltd.

WINNIPEG, CAN.

IT IS TO YOUR INTEREST TO LET US QUOTE YOU PRICES ON

ELEVATOR MACHINERY AND SUPPLIES

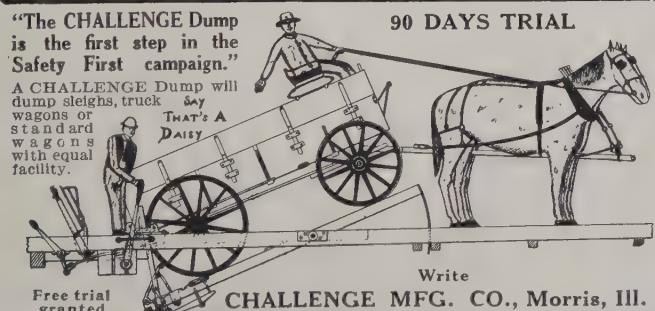
We carry the most complete stock in
Western Canada and can ship promptly

The Strong-Scott Mfg. Co., Ltd.

WINNIPEG, CANADA

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought }
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago



ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY,

HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

A Winner!!

Placed on the market in competition with numerous other grain separators; to be indorsed by a Government and installed in the country's largest and best elevators as well as the smaller ones, stamps "Winner" on the

RICHARDSON GRAIN SEPARATOR

FROM ONE OF THE MANY USERS:

GENTLEMEN: Our Richardson oat separator has proven entirely satisfactory for the purposes for which we use it, separating wheat from oats principally.

Yours truly,
OMAHA ELEVATOR COMPANY.

Omaha, Neb. By J. T. Buchanan, Sec.

You will have the same story to tell once you have given this separator a trial. Satisfaction is guaranteed.

We have a very liberal thirty-day offer to make you.
Ask us for it, today.

Grain Separator Co.
Sparta, Wis. Winnipeg, Canada P. O. Box 726

Determine the exact dockage of every load of wheat

THE EMERSON WHEAT TESTER

eliminates all guesswork in dockage, and saves all the wheat.

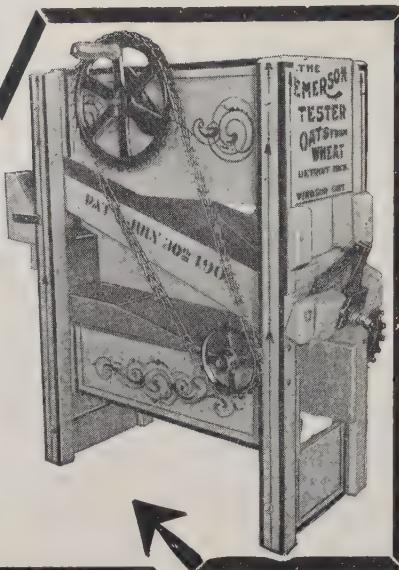
Over 1500 elevators now using this tester.

The EMERSON is the most convenient and satisfactory wheat tester made.

The saving in wheat, time, mistakes and money soon pays for the Emerson. Write today for further particulars.

WM. H. EMERSON & SONS
DETROIT, MICH.

WINDSOR, ONT



DON'T PAY TWO PRICES
for a Friction Clutch
Some sizes as low as one dollar
per horsepower. This clutch
will carry 25 to 50% overload.
Built any size 5 to 100 HP
Write today for circular and
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Decatur Fdy. Furnace &
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Best
by
Test



Distinctive features
that make it impossible
to get out of line.

Everything in Transmission and Conveyors
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THE LARGEST SALARIES
are paid the men who know most
about their business. Keep well-
posted by reading the Grain Deal-
ers Journal of Chicago, Ill. Its
semi-monthly issues contain an
amount of grain trade information
that will enable you to make your
employer glad he hired you. A
man owes it to himself, and to
those dependent on him, to increase
his earning power. Don't let \$1.50
stand in the way of fitting you to
make more money. To do so is
poor economy.

THE HALL SPECIAL (Elevator Leg)

Have you ever had to stop your elevator, to clear a choked boot, when you were in a hurry to take in grain or to ship it out?

Hall Special Elevator Legs

completely obviate this trouble. Users never think about chokes or delays with this system, for they never have them.

The bucket belt runs steadily, and constantly, every bucket completely full, with no attention at the feed gate.

You elevate double the amount of grain in an hour, or a day, you would with any other system, or, what is the same thing, you only need half the size buckets and leg equipment to do the same work, and do it easier, and better and systematic.

The Hall Signaling Grain Distributor

Our idea is that the Distributor should direct all the grain to the exact spot with the least trouble or care, not only now and then, but always. That is the service that the Hall Distributor performs.

HALL Distributor Company, 222 Range Bldg., Omaha, Nebr.

There is no better time to adver-
tise than the present. Better
start before your competitor.
Write the JOURNAL today.

The GERBER

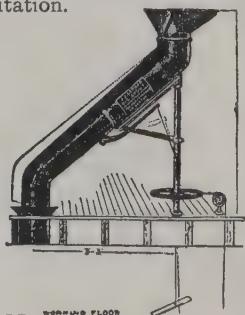
PATENT FLEXIBLE CHAIN
TELESCOPE CAR LOADING
SPOUT

is the best, yet
cheapest, as it
will outwear
two ordinary
flexible
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metal al-
most equal
to a saw
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IMPROVED DISTRIBUTING SPOUTS

will absolutely prevent the
mixing of grain. The best of
material and workmanship
have given them a world wide
reputation.



Don't accept those "Almost as good."
For satisfaction, get the genuine, made by

J. J. GERBER
MINNEAPOLIS, MINNESOTA

GRAIN STORAGE RECEIPTS for keeping a record of grain
stored. 50 tickets, printed
on bond paper 10 $\frac{1}{2}$ x 3 $\frac{1}{2}$ in., in each book. Order form No. 4. Price 50 Cents.
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TONS to Dollars and Cents

Shows at a glance the cost of any number of
pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and
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is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9 $\frac{1}{2}$ x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2000 car loads.

At top of left page, in bold-faced type, are the words, "IN
ACCOUNT WITH," and at top of facing page, is dotted line for
name of firm to whom grain is sold. It is intended that records of ship-
ments to each firm shall be kept separate. The column headings on the
facing pages are: Date of Sale, Date of Shipment, Car No., Initials,
Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Re-
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Wide columns are provided for recording these facts under the
respective heads.

Price, \$1.75. Address

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FEED MILLS**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog
and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.
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**GROW
HEALTHY
STOCK**



Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

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The book contains 240 pages, size 10 1/2 x 15 1/2 inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

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315 So. La Salle Street CHICAGO, ILL.

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LEDGER**

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Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name, and Weigher.

These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8 1/2 x 4 1/2 inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle St., CHICAGO, ILL.

The Tom Thumb Flour Mill

Is built for the critical miller and not to fool inexperienced people. Practically all our orders are from experienced millers.

It is made in two sizes—25 and 40 barrels per 24 hours.

It is run by 8 and 12 horse power, respectively.

The machinery is under and on a frame 6'x6'x12', the elevators extending only 16 ft. from floor.

No basement or attic required. House can be built for \$250.

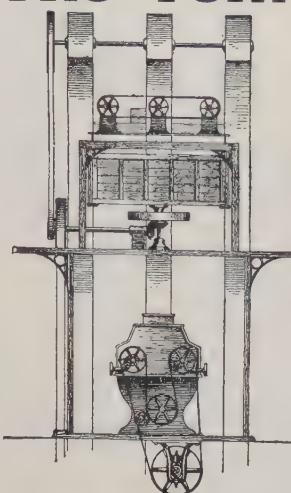
Have you a corner, unused, floor space 12'x16'? Just the thing!

Four and two-thirds bushels wheat will make barrel flour and 84 pounds feed. What's the profit?

We build flour mills of all sizes. Our engineer has had to do with building or improving of over 1200 flour mills.

State your case and ask for further information.

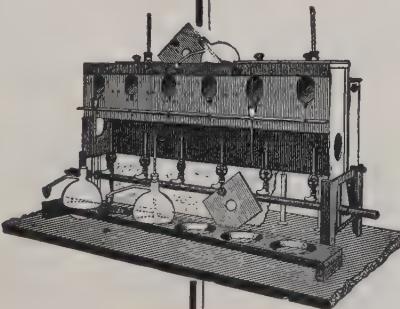
Damon Manufacturing Co., Bowling Green, Ky.
Indianapolis, Ind.



**SPRING
IMPROVEMENTS**

for your elevator will not be complete unless you install a moisture tester. It will put you in line for more business and increase your profits.

If you want a winner install a



**Brown & Duvel
Moisture Tester**

*as designed and approved by the
U. S. Department of Agriculture.*

Operation—easy.

Installation—simple.

Construction—durable.

July 1st the U. S. Corn Grades take effect and you ought surely to have one then, so why not now? Anyway, drop us a post card for full details and special prices.

Send for U. S. Gov't Reprint to

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DEPARTMENT OF SEED APPARATUS

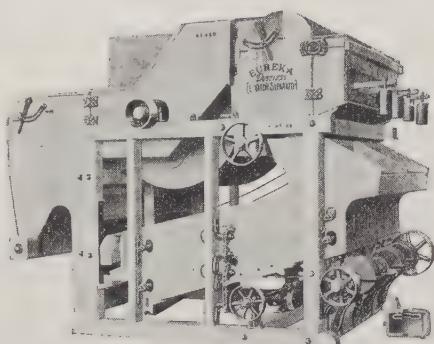
404-410 West 27th Street, NEW YORK, N. Y.

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is designed for original entry work, but it is adaptable to many different uses. It has one wide column and 6 narrow columns on each of its 150, 9 1/2 x 12 inch pages. The column headings are blank and can be filled in by user to suit his requirements. The book is made from canary colored writing paper, clearly ruled in three colors, and bound in marble board covers with Russia leather back and corners. Order Form No. 726. Price \$1.00.

GRAIN DEALERS JOURNAL,

La Salle Street, - CHICAGO, ILL.



SOME machinery builders would have you believe that unless you use their "stupendously successful, satisfactory, scientific" separators you are headed full speed towards the bankruptcy courts. According to their way of thinking there is absolutely no way out of it.

As we view the situation, elevator owners and operators are the **real** big business interests of the United States. They represent vast capital; their superintendents are men of keen judgment. We believe these men and their wide-awake employees are fully capable, without outside influence or suggestion of judging between the relative merits of such grain cleaning machines as are on the market.

To us, the "circus advertising stunts" of our competitors are nothing short of amusing. Our idea of doing business is on a higher plane—more on the safe and sane order. Anything that costs as much as a grain cleaner ought to be thoroughly tried by the man who buys it before he lets go of a penny. We want all "Eureka" machines sold that way. The element of risk is thus

done away with. When you run the machine yourself, you **feel** and you **know** there is no heresay in it—no oily salesmanship—no extravagant advertising. In other words, we propose to leave the matter entirely with you. What the machine **does** under your own guidance, and not what we say, is going to be the determining factor. The personal touch of the "Eureka" gives a knowledge of its mechanism—the knowledge of how it performs—the knowledge of how it acts under all conditions and on all kinds of grain.

A Trade Mark,
"To Distinguish the
Best from the Rest"



THE S. HOWES COMPANY
SILVER CREEK, N.Y.

A Trade Mark,
"To Distinguish the
Best from the Rest"

F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo. J. O. Smythe, 1034 W. 32d St., Indianapolis, Ind. Wm. Watson, 703 West Union Bldg., Chicago
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Special Sales Agents—The P. H. Pelkey Construction Co., Wichita, Kans.

REPRESENTATIVES

Bland's Flexible Spouts

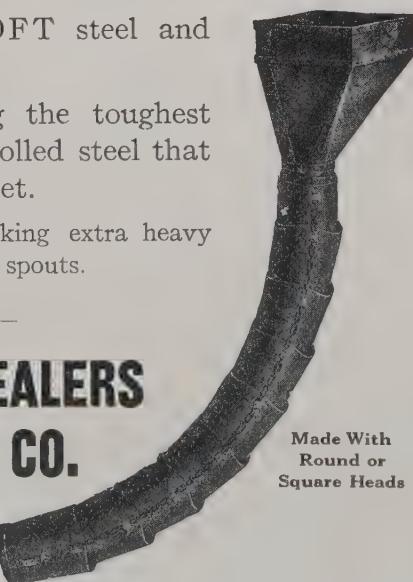
There is SOFT steel and HARD steel.

We are using the toughest grade of cold rolled steel that is on the market.

We are also making extra heavy swivels on all our spouts.

**GRAIN DEALERS
SUPPLY CO.**

Minneapolis,
Minn.



Made With
Round or
Square Heads

WE HANDLE

Everything for the Elevator

Write for Our New Catalog

Our Specialty is

Repair Work

We send crews all over the Northwest to

Repair
Remodel
Overhaul **ELEVATORS**

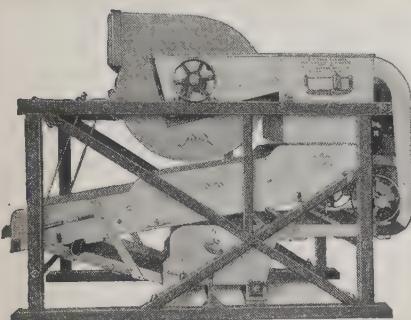
If you expect to put in a bigger leg, change the drive, fix the pit, improve the foundation, or make any other improvements, let us figure on the work.

Come to Us for All Kinds of Elevator
Machinery and Repairs.

GRAIN DEALERS SUPPLY CO.

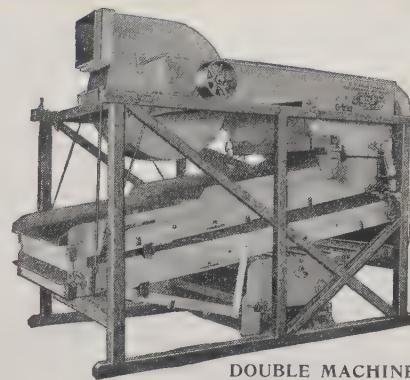
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MINNEAPOLIS, MINN.



SINGLE MACHINE.

The CONSTANT Line



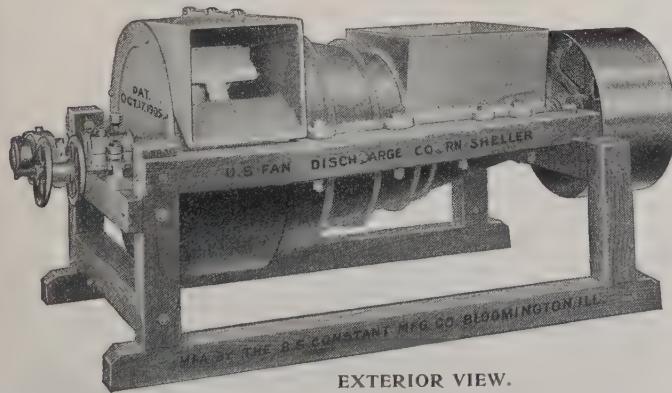
DOUBLE MACHINE.

"Constant" prestige is the result of known quality, and is the good opinion of enough elevator operators, based on actual experience, to recommend your purchase of "Constant Line" machinery with every surety of entire and lasting satisfaction.

THE U. S. GRAIN CLEANER

is second to none in thoroughness of operation and in its durability and way of standing up under heavy working strain. This cleaner eliminates objectionable features found in all other makes of shake machines. The eccentric are so constructed, balanced and arranged on the shoe of the machine that the vibration is reduced to the minimum. This one point will be appreciated by all operators of grain cleaners, as it will not shake to pieces or rattle the building.

The U. S. has one powerful fan which is under the control of the operator at all times and makes less spouting to build. It can be driven from either side; has two air separations; two screen separations, dustless, light running, all journals run cool, is strong and durable and in fact is built to give **satisfaction**. It is guaranteed to clean the grain perfectly for shipping purposes; raising the grades and preventing the grain from heating.



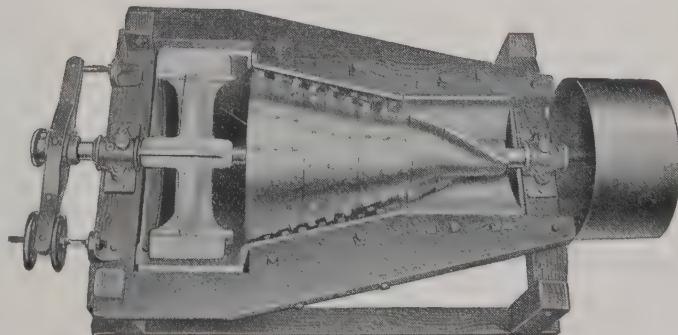
EXTERIOR VIEW.

THE U. S. WAREHOUSE CORN SHELLER

Fan Discharge.

Costs no more than the imitations and will save you money and time when repairs are needed. Only a wrench and the new casting necessary.

All our corn shellers are now mounted on heavy wood frames, unless you prefer the all iron sheller. Study the cuts shown here. The cylinder and fan are separate; the cylinder is in three sections; the fan of new and improved design; new flared hopper; shells with ribs to make them stronger; everything to make it a better bargain for you. Lockwheel adjustment is easiest operated and positive. No excuse for cracked corn when you use the U. S. Corn Shellers.



INTERIOR VIEW.



CONSTANT SAFETY MANLIFT

Easily operated. Strong and Durable.

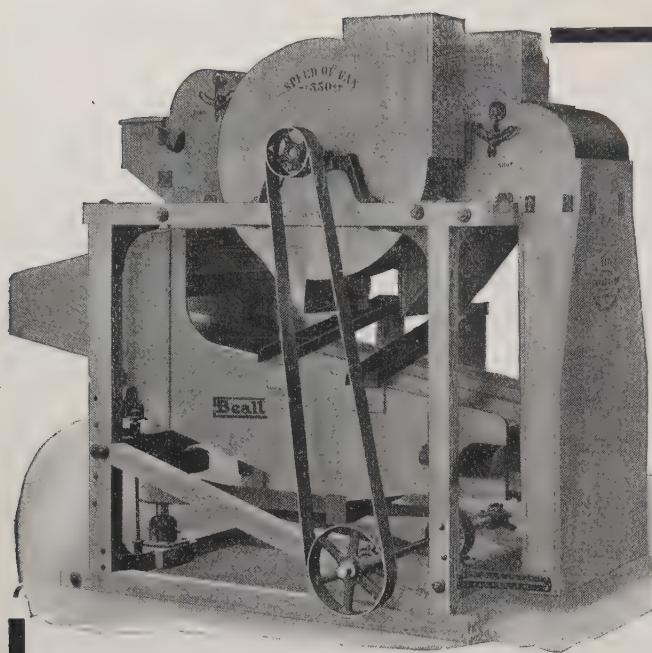
No power or expense to run it.

It has Ball Bearings and only a slight pull on the hand rope is necessary to start the car after stepping on the Foot-lever. The Safety Catch prevents the car from falling in case of accident to the rope.

Equipped with either Manilla or Steel Cable hoisting rope.

If you expect to build or remodel your elevator write us for our proposition as we have something new and profitable to offer you. We furnish complete Equipment.

B. S. CONSTANT MFG. CO., BLOOMINGTON, ILL.



FULLY GUARANTEED

—There's—
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in it for you if the
Cleaner you buy
bears the name

Beall
THE MARK OF QUALITY

A Beall Cleaner will actually clean your grain. It is a profit producer in every sense of the word. It raises the grade of your grain and in this way enables you to sell at a good profit.

Exclusive Features

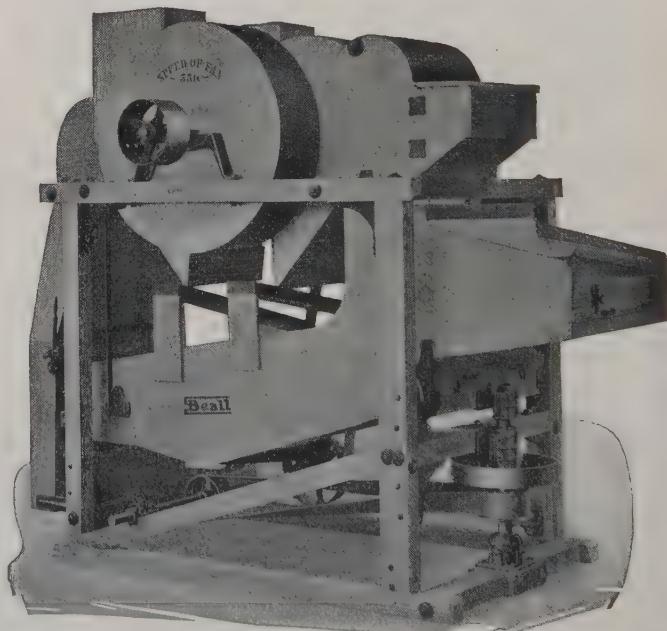
It has a rotating motion, slow speed and perfect balance.

It has two fans working independent of each other.

It has large capacity and less floor space than any other cleaner.

It requires very little power and no attention after installed.

Write us at once for catalogue and prices.



BUILT IN TEN SIZES

THE BEALL IMPROVEMENTS CO.
DECATUR, ILL.

DON'T BE A "WISH I HAD"
Get The Business That Belongs to You

**THE MONARCH
BALL BEARING ATTRITION MILL**
A Demonstrated Success

Is Built To Meet Your Requirements

**The Most Efficient
Modern Feed Grinder
And the Original
Ball Bearing
Attrition Mill**

**Equipped
With Motors
If Desired**



The Monarch Ball Bearing Attrition Mill (Belt Driven)

Ball Bearings applied to this Mill create a saving of from 30 to 50% in power or, if desired, its equivalent in increased capacity. Bearings are dust proof, run cool, reduce lubrication cost 90%—are aligned in a manner to make any necessity for tramping impossible. **All parts of the Monarch are interchangeable.** Up-keep cost is practically nothing, which is due to the absence of friction and wear. The ground product is always uniform.

A Post Card request will bring full information

**SPROUT, WALDRON & CO.
MUNCY, PA.**

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IMPROVEMENT

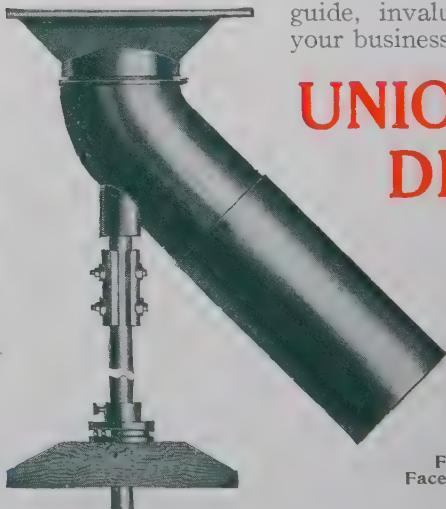
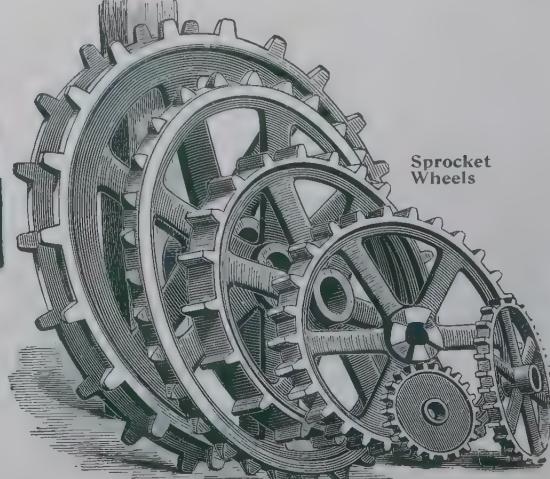
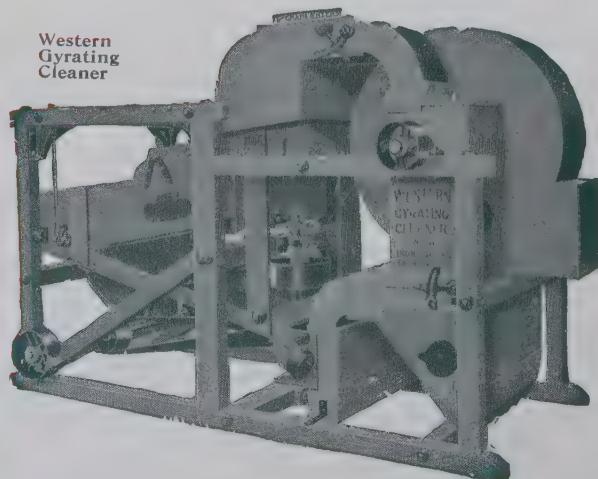
The WEST

Gentlemen, H

that, if inspected and studied carefully, will prove profitable coming season. You will find in it a display of the best line

"WESTERN" grain handling and cleaning devices, elevator, conveying and power transmission machinery saves you more money in installation, operation and maintenance cost than any other line of elevator equipment manufactured.

ELEVATOR

Western Ball Bearing
Cast Iron Turn HeadWestern
Gyrating
CleanerFlanged
Face CouplingSprocket
WheelsUNION
DEC

A great helper is
EVERY THING
It's the elevator
guide, invaluable
to your business It

WESTERN Line

EXHIBIT

is An Exhibit

helpful to you in the selection of your machinery for the elevator machinery that years of study and experience can produce.

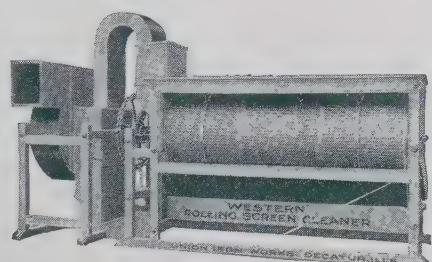
"WESTERN" grain cleaners and separators clean grain better, cheaper and with less waste. "WESTERN" cleaned grain demands a premium, and the "WESTERN" user soon pays for his machine.

an experiment. It is
and experience in the
"WESTERN" devices
every grain elevator
try are "WESTERN"

IN PIT TO CUPOLA

"First aid to the injured"
successful maintenance of
I gladly sent you.

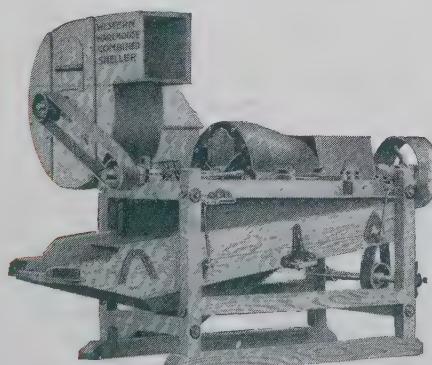
ON WORKS JUR, ILL.



"Western" Rolling Screen Cleaner



Salem Steel Elevator Buckets



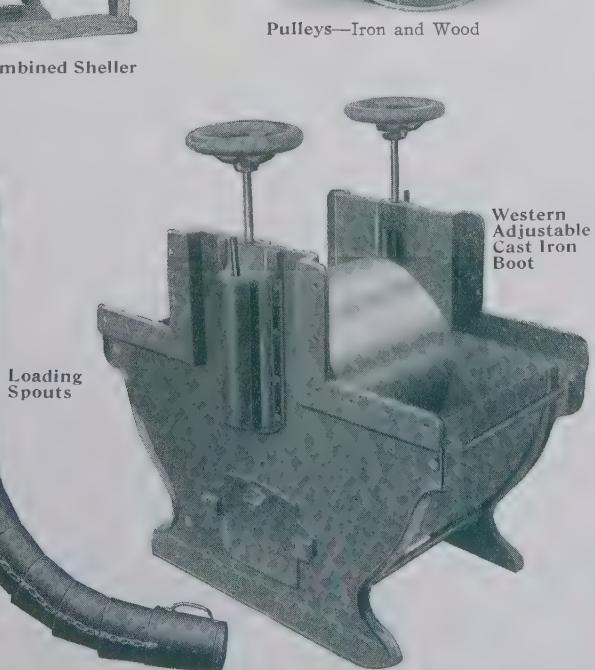
"Western" Warehouse Combined Sheller



Pulleys—Iron and Wood



Western
Friction
Clutches



Western
Adjustable
Cast Iron
Boot

Loading Spouts



AN IMPROVEMENT

that will prove a source of profit

AN AUTOMATIC DUMP CONTROLLER

*Here's
Why*



Automatic



- Saves Damage Losses
- No More Runaways
- Self-Lubricating
- Simple
- Over 700 Users
- Wins Trade
- Farmers Prefer Safety
- Easily Installed
- Durable
- Guaranteed

Controller

*Here's
Who*

McMillin Elevators

If you are contemplating the building of a new elevator or the remodeling of an old one you will make no mistake in getting my figures. I have years of experience in the elevator building game and will guarantee you a first class job in every respect at a reasonable cost.

"A McMillin Elevator is a Better Elevator."

Let me know of your needs TODAY!

Grain Elevator
Engineer and
Contractor

L. J. McMILLIN

523 Board of Trade

INDIANAPOLIS, INDIANA



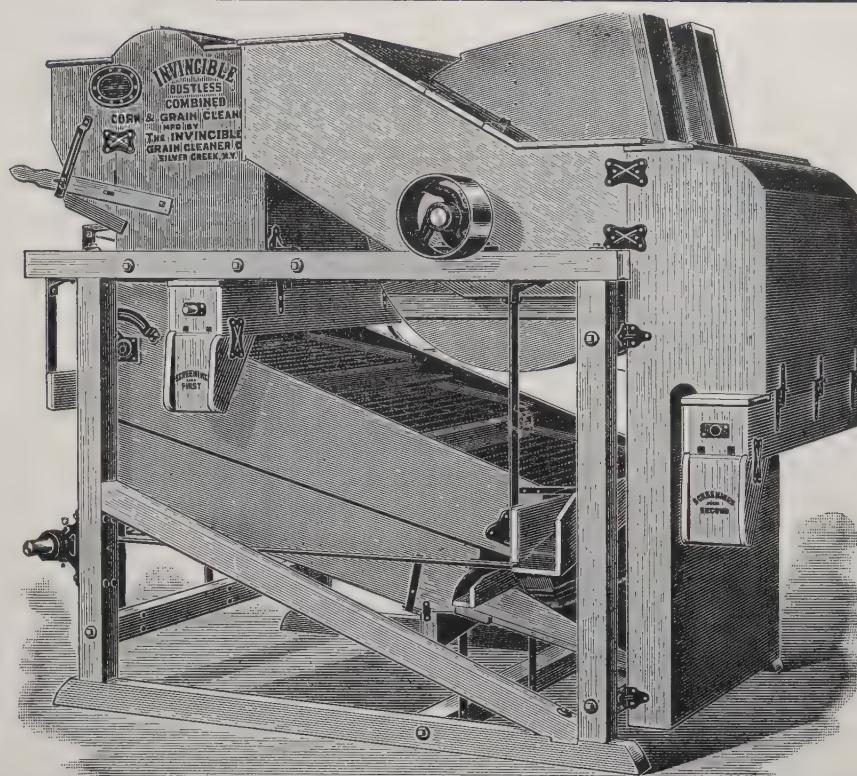
The INVINCIBLE ADVANTAGES

of our
Compound Shake Dustless
Combined Corn and Grain

CLEANER

1. It cleans two kinds of grain without change of screens.
2. Change can be made in a moment.
3. It makes a thorough air separation of the grains.
4. The separation is under perfect control.
5. It requires no bracing and will not shake the building.
6. It will pay for itself in a short time.
7. It is built under our personal supervision.
8. We guarantee it to do the work intended.
9. We will ship you a machine on 30 days' trial.

Write Us for Particulars.



INVINCIBLE GRAIN CLEANER CO.

SILVER CREEK,
N. Y.

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C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
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SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.

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STRONG-SCOTT MFG. CO., Minneapolis, Minn.

A NEW FOSSTON PROFIT MAKER

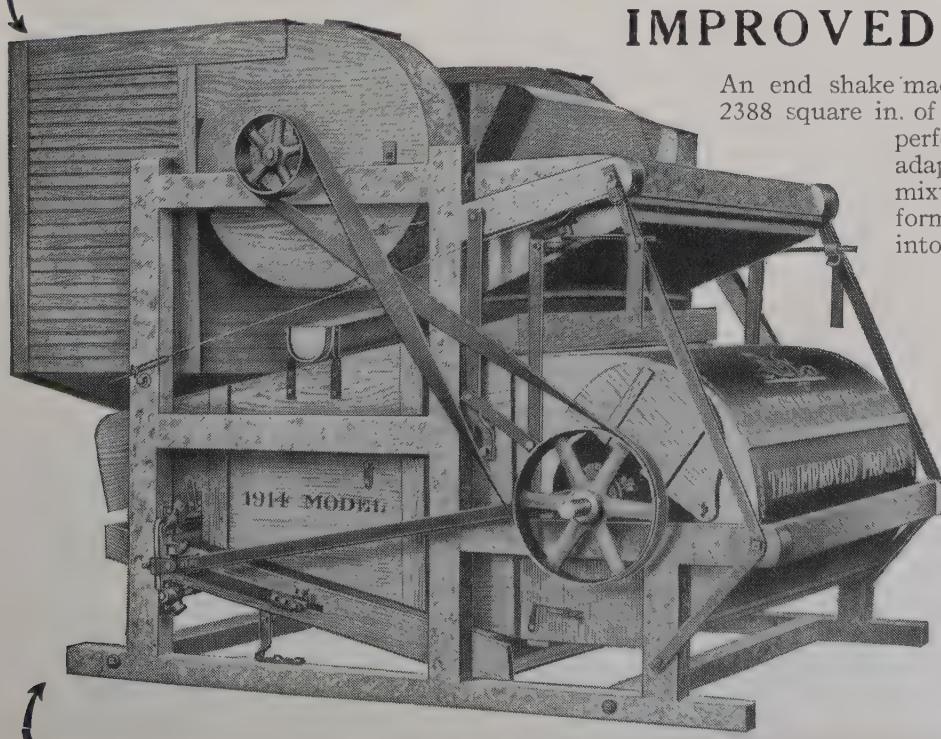
A Big Capacity Combination Cleaner with Unexcelled Separating Qualities.
We Introduce It to You as the

IMPROVED PROCESS

An end shake machine, perfectly counterbalanced, 2388 square in. of sieve surface, suction and blast perfectly controlled and regulated, adapted to all kinds of grain in all mixtures and conditions. It transforms the gloomy wild oats question into a pleasant smile.

Equipped with or without Automatic Cleaning Device. Installed on earnings contract or liberal cash terms. An expert from the factory will help you install and show you how to get results.

Ask for catalog and particulars—free.



FOSSTON
Manufacturing Co.

140 Merriam Park,
ST. PAUL, MINN.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

WESTERN INDIANA elvtr. in corn belt on Pan Handle R. R.; 50,000 bu. ca.; modern; in good town; station handles 700,000 bu.; one other dealer. Address Morse, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator, 5M capacity, sells everything that the farmer uses; on N. Y. C. Lines, 35 miles from Cleveland, Ohio. Cheap if taken at once. Address Bert, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Eastern So. Dak. cribbed elvtr., warehouse attached, cap. 35M bu.; handles up to 125M bu.; coal in connection; good competition; price \$5,500. Address Sioux, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE BY OWNER.

Seven elevators, all in South Dakota. Will sell one or all to suit purchaser. Now is the time to buy if interested, before we get to planning on a new crop. Closing out the business reason for selling. Address Box 36, Mitchell, S. Dak.

ILL. CENTRAL elevator for sale, in corn belt; county seat; new house; modern; built a year ago; capacity 25,000 bus.; station handles 750,000 bus.; two other elevators, everything first class. Price \$8,000.00. Address Cheney, Box 7, Grain Dealers Journal, Chicago, Illinois.

FLETCHER, ILL., elevator for sale, on Ill. Cent. R. R., 12 mi. east of Bloomington; new, modern house, built two years ago; capacity 18,000 bus.; granary 10,000 bus.; handled 300,000 bus. last year; no competition. Price \$9,500 cash. J. E. Hawthorne, Bloomington, Ill.

TWO ELEVATORS on Illinois Central R. R., for sale; 10,000 capacity each; located in busy 1,500 population town in Central Illinois. This is a 600,000 bu. station with crop prospects for coming year, gilt edge. Address Ensign, Box 9, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA elevator for sale, 20M bus. capacity; cribbed; located in good town on C. R. I. & P.; house and machinery in good condition. Prospects for good crop never were better. Will give part time to right party. Address Oklahoma, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

BLACKWELL, OKLA., elevator for sale. 25,000 bu. capacity, equipped with corn sheller and cleaner; wheat cleaner and clipper; 200 bu. hopper scales; three stands of elevators; gas engine. Located in the best farming section of Okla., with the prospects of a bumper wheat crop. Will sell at a bargain, as it is located too far from us. Address J. M. Moberley & Sons, Windsor, Ill.

ELEVATOR AND CORN MILL—Capacity elvtr. 20,000 bus.; grinding room 14x20, two stories, feed room 20x40. Good Co. seat town S. E. Kansas; ground 160x195 ft.; switch at door; 26 h.p. Natural Gas Eng. Building in good shape; built seven years. Large acreage wheat and oats and crops never looked better. Good reason for selling, might take land for part. Address Drew, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

BARBER CO., KANSAS, elevator for sale, fine territory and large acreage sown. Investigate. Address Box 124, Liberal, Kans.

FOR SALE—A 60M cap. elvtr. Have good grain, coal and livestock business. No competition. Want to settle estate. Inquire Van Orsdel & Co., Rowley, Iowa.

FOR SALE—Two elevators, along with coal business; located in best grain products section of Indiana. Address Jeff, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Three modern equipped elevators in Southwestern Minnesota, on C. M. & St. P. Ry. Address Modern, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

FOR SALE, Elevator at Independence, Ia., on I. C., at a bargain if taken before April 1st. Would also sell lumber and coal business. Write T. E. Sarcliff, owner.

FOR SALE—Two of the best money-making elevators in Central Ind. Good receipts grain and profitable side lines. Don't answer unless you mean business. Address Ross, Box 4, Grain Dealers Journal, Chicago, Ill.

MARSHALL CO., KANS., elevator for sale. Located on M. P. Ry.; good town. Equipped with all necessary machinery. Good annual business. No trades considered. Address H, Box 3, Grain Dealers Journal, Chicago, Ill.

OHIO elevator for sale, 15,000 bus. capacity; 150,000 bu. business done annually; located in good town on Wabash Ry.; coal business connected. This is an excellent proposition for a hustler. Address June, Box 9, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale, 35M, strictly modern and IRON CLAD. Average annual business 200,000 bus. 10M corn cribs; coal bins, 200 ton capacity with 1,500 tons yearly sales. \$1,000 profit on coal alone. Elevator equipped with automatic scale, grain cleaner, feed grinder, etc. Good business; good town to live in. Address Sonper, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—25,000 bu. cribbed elevator, iron clad; located at Meeks Sta., Ill., 4½ miles from Georgetown on C. I. & S. Ry. Engine room is of brick construction, frame cob house, 10,000 bu. capacity cribs, private track to elevator and dust house. Equipment includes one sheller, one cleaner, 2 elevator legs, 2 dumps and steam engine. Property covers 1½ acres of land and is in a good grain section of Ill. For further particulars address 419 W. 63d st., Chicago, Ill.

OKLAHOMA CITY, OKLA.—Terminal elevator for sale or rent, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaner and feed rolls. Motive power: 125-h.p., one 20-h.p., one 15-h.p., one 7-h.p. electric motors. One 40-h.p. boiler to operate Hess Dryer.

This elevator is on private property with trackage on both side, and has free switching to four trunk lines.

Will make favorable terms and accept good land in part payment.

Address J. C. Pearson, Marshall, Okla.

ELEVATORS FOR SALE.

FOR SALE—Elevator in Central Ill., doing a good business in good town. Address Opportunity, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR RENT—My elevator, coal and feed business at Manchester, Kansas. Sickness reason for selling. H. Weaver, Manchester, Kansas.

OKLAHOMA elevator for sale—\$4,000.00, one-fourth cash, terms on balance to suit purchaser. Address 4000, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—An up-to-date elevator in a hustling North Dakota town. No trade considered. Address Bank, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Fine elevator located at Enon, Ohio. Big 4 R. R. Good coal trade. Good reason for selling. Address Tranchant & Finnell, Osborne, Ohio.

NEW MODERN 12,000 bu. elevator in best corn and wheat belt in state; sold cheap if sold before June 1st. Address W. A. Genther & Co., Waverly, Mo.

FOR SALE—Two elevators located in Southern Kan.; six miles apart; good town to live in and good territory. Address Trade, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10 M bu. cap. elvtr., general stock of mdse., store building, 1½ A. ground. Good business; no competition. Failing health forces retirement. Write for particulars. J. C. Simek, Gladstone, Iowa.

KANSAS elevator for sale; cap. 45M bu. of corn or 25M bu. of wheat. Elvtr. on R. R. ground. Handled 60M bu. wheat last year. No corn, but usually handle from 200M to 500M bus. of corn each year. Plant located in Banner corn Co. of Kans. Have excellent elvtr., steam power, hopper scales in house; good office with wagon scale; extra good double crib. Everything in good shape. Within 4 hrs. of St. Joseph and 6 hrs. of Kansas City. Dissolution, reason for selling. Any further information inquire of Isaac Baer, Beattie, Kans.

MINNEAPOLIS grain elevator for sale, 150,000 bu. capacity; electric power; desirable inside location with ground for increasing capacity. Excellent trackage, cheapest switching rate across city. Large steam grain drier attached. Entire plant equipped with new automatic sprinkler system; plant never idle; minimum transfer charge of ½¢ per bu. on 4 cars per day for 300 days, equals entire annual overhead costs of operation and 6% interest on \$40,000 valuation. Can handle 25 to 40 cars per day. Better investigate quick. Address Terminal, Box 7, Grain Dealers Journal, Chicago, Ill.

SALE OF ELEVATORS.

The Grain Elevators at Seneca, Langham and Stockdale, Illinois, and their appurtenances, and the land and lots of the Seneca Grain, Lumber & Supply Company, will be sold at public vendue, at the office of the Company at Seneca, Illinois, on Wednesday, May 20th, 1914, at two o'clock P. M., pursuant to resolutions of the stockholders to dissolve the Company.

Terms: 25% cash on day of sale, and balance in ten (10) days. Possession given July 1, 1914.

Abstracts of title can be seen at Law Office of Widmer & Mills, Moloney Building, Ottawa, Illinois.

THE SENECA GRAIN, LUMBER & SUPPLY COMPANY.

ELEVATORS FOR SALE.

GOOD ILLINOIS elevator for sale, or will exchange for farm. Address A. E., Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE, \$3,500, or rent \$35 per mo. elvtr. in N. E. Ills. at good grain point. C. J. Meyer, Peotone, Ill.

MINNESOTA elevator for sale, 12M bus. cap., located in good town on I. C. For particulars and terms address Canton, Box 8, Grain Dealers Journal, Chicago, Ill.

NORTHEAST NEBRASKA elevator for sale. Capacity 40,000. Fully equipped. Good farming country; good outlet. For particulars write Oakdale Grain Company, Oakdale, Neb.

FOR SALE—Elevator of 30,000 bushel capacity, located at Morocco, Indiana, on C. I. & S., handles over 200,000. Also good coal business. Building 2 years old. In first class condition. Address M. Duffy, Conrad, Indiana.

ELEVATORS FOR RENT.

FOR RENT—50,000 bu. elevator in good section of Illinois, crop prospects elegant; opposition light, splendid opportunity for good man. Address A, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANT—Information regarding elvtr. or mill for sale. Send description. Northwestern Business Agency, Minneapolis, Minn.

LARGE TRACT of Dakota land to exchange for good elevator. Address C. L., Box 9, Grain Dealers Journal, Chicago, Ill.

WANT TO RENT elevator, Ia. or Ill. preferred, or to put my time against good house, manage same and furnish half the capital. Address P. O. Box 23, Lacey, Ia.

WILL TRADE section of Montana land 8 miles from R. R. for one or two elevators. Address Best, Box 8, Grain Dealers Journal, Chicago, Ill.

QUARTER SECTION of Canadian land to sell or trade for good elevator in Central Iowa. Address Brown, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED six or seven elevators in Kansas or Oklahoma; will buy, rent or lease them. Address Ly, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED TO RENT, a small elevator in the Mo. Valley, or would take a position with a good grain firm. Address C. N., Box 7, Grain Dealers Journal, Chicago, Ill.

WILL EXCHANGE good valuable property in Medicine Hat, Canada, for up-to-date elevator in Western Ohio, Ind. or Ill. Address Canadian, Box 9, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN MAN wants to lease, with option to buy, good elevator in N. W. Iowa; S. E. So. Dak., or S. W. Minn.; preferably Holl. or German community. Address Hicks, Box 9, Grain Dealers Journal, Chicago, Ill.

EXCHANGE—We have about forty quarter sections of prairie lands, some of it improved, which is clear of incumbrance, for which we will accept elevators in the Dakotas, Northern Montana and Minnesota. Address H, Box 4, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—Lumber yard; good location; good business. The Haviland Grain & Hay Co., Haviland, Ohio.

MR. GRAIN DEALER.

Do you want to increase your profits? You can do so by selling King Lightning rods during your spare time. Write us for agency proposition. It's a winner.

Geo. M. King Mfg. Co.,
609 E. Walnut st., Des Moines, Iowa.

SITUATIONS WANTED.

WANTED—POSITION as manager for country elevator; 7 years experience; references furnished. Address E. R. Means, Harmony, Minn.

WANTED—POSITION as mgr. of elvtr. or lbr. yard; 4 yrs. experience; prefer line or farmers' elevtr. Address M. J., Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as bookkeeper or manager of elevator, by man who has had eight years' experience in grain business; can handle both ends of the work. References furnished. Address C. S., Box 9, Grain Dealers Journal, Chicago, Ill.

TWO ACTIVE energetic young men with executive ability and wide experience in the grain line, desire positions with an up-to-date grain firm. Address Two, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as mgr. farmers elvtr. Have had 5 yrs. experience as mgr. in S. W. Minnesota. Speak Scandinavian languages. Good references. Address P. M., Box 9, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by experienced grain buyer; understand grading and mixing of grain, also hedging purchases. Now employed. Can make change on short notice. Address M. F., Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as mgr. of country elvtr. or second man in larger plant; good judge of grain; understand coal and lumber; can furnish best of references and surety bond. Address Will, Box 9, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN BUYER desires position as manager of country elevator. Can handle any size station, grain, coal and usual side lines. Good bookkeeper. For full particulars address Smith, Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION as manager for reliable grain firm; 7 years' experience in buying and selling grain and side lines; at present employed; references; married; sober; accept position after May 10th. Address B. L. T., Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager for good grain firm or Farmer's Elevator Co.; married; best of references; 7 years experience; handle coal and other side lines; owner retiring reason for change. Address Energetic, Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of elevator on percentage basis; 16 years experience. Prefer Kans., Nebr., Iowa or Mo., and must be in town having good churches and schools. Elevator must show a good business. Reference furnished. E. P. Lowe, Highland, Kans.

WANTED—Am traveling for prominent Kansas City grain firm. I want to make a change and prefer to make a connection with a Chicago house as their solicitor. Have good record and will furnish best of references. Address S. J., Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION with a farmers elevator company, by a good first class grain, coal and livestock man, one who has had twelve years' experience and can furnish best of references. Am at present employed, but on account of poor crops want to make a change. Address Lehigh, Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—I would like to get in touch with some grain commission or elevator company, who can offer a position as Traveling Auditor or Solicitor. Would also consider a position as Manager of some well rated Farmers Elevator Company. I am a young married man, have had twelve years' experience in the grain and milling business and can guarantee results. Can furnish the best of references as to my character and business ability. Am at present employed but wish to make change to outside position. J. C. Boynton, 1420 Spruce Place, Minneapolis, Minn.

SITUATIONS WANTED.

GRAIN BUYER and manager wants position with elevator in Central Nebraska. Can furnish references. Address H., care B. F. Rogers, Kearney, Nebr.

POSITION WANTED—Buyer for grain firm, 15 years experience in buying and selling grain, seeds, coal and livestock. Good references. Address Capable, Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of elevator. Know grain, seed, blg. mtl. and coal business. Am double entry bookkeeper; understand steam and gas and all kinds of elevator machinery and can keep elevator in first class shape. Now employed, 14 years' experience. Best of references. Address Stone, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as traveling solicitor with a prominent grain commission firm. Have had sixteen years' experience in the grain business in South Dakota. Am now connected with local grain firm and have full control of buying and selling of grain. Have wide acquaintance with grain trade of South Dakota. Address Able, Box 7, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—First class accountant and bookkeeper. State references, salary and experience. Address John, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Young, single men with experience, from Minnesota or Dakotas to manage line elevators in Western Canada. References required. Home Grain Co., Winnipeg, Canada.

WANTED—Two experienced grain buyers; one who can speak French, the other German, none but hustlers need apply; good references required, and able to give bond. Satisfactory salary to right parties. Southern Saskatchewan points. Address Sask, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—An experienced Book-keeper, who thoroughly understands the grain business, to look after a small line of country elevators, also thoroughly acquainted with the Commission end of the business. None but a competent man and a hustler need apply. Address Northern, Box 9, Grain Dealers Journal, Chicago, Ill.

TRUSTEE'S SALE.

TRUSTEE'S SALE IN BANKRUPTCY—GRAIN ELEVATORS, GRAINS, ETC.

—W. A. FRASER COMPANY ESTATE.

Pursuant to order of the United States District Court, the undersigned Trustee solicits bids for the following property of the bankrupt estate of W. A. Fraser Company, Chicago:

All of the Trustee's Right, Title and Interest in and to the following Grain Elevators: Galva, Alexis, North Henderson, Rio, Alpha, Norwood, Woodhull, Nekoma and Orion, Ill.

25,000—approximately—bushels of grains in Elevators at Galva, Alexis, North Henderson, Nekoma and Orion, Illinois.

2 Cars Mills Oats consigned to New York City, New York.

1 Lot Corn Dust, stored in S. M. Long's Warehouse, East St. Louis, Illinois.

6 Cars Grain Dust, Barley, Screenings, etc., stored in Interstate Storage & Warehouse, Hammond, Indiana.

25,000 Empty Second-hand Grain Bags in Schneider Elevator, Schneider, Ind., Capitol Elevator, Duluth, Minn., and Grain Trunk Western Elevator, Atlantic Elevator, Fraser Bag House and Hartenfeld Bag Co., Chicago, Ill.

Bids must be in the Trustee's hands at his office, Room 713, Royal Insurance Bldg., Chicago, not later than 9:30 a. m., May 22, 1914, for approval to the Court. The assets described can be purchased in separate parcels. For fuller information apply to the undersigned.

PETER HERDIEN,
Trustee.

MILLS FOR SALE.

FOR SALE—Small flour and feed mill, first-class elevator, warehouses, coal and woodsheds, in prosperous town of 8,000, served by 4 railroads and surrounded by good farming country; business successful. Rockford Realty Co., Rockford, Ill.

FOR SALE OR EXCHANGE for good clear land, 250 bbl. mill clear of incumbrance; in good condition; grain storage capacity 40,000 bushels. Price of mill \$20,000. This is a bargain. Frederick Milling Co., Frederick, S. Dak.

FOR SALE.

Grist mill with 150 patrons, doing a good business; equipped with both water and steam power; only mill within 5 miles; books open for inspection; with same is a 7-room dwelling in good condition; mill, 50x27; feed room attached; dam built new 5 years ago; good place to start Excelsior mill in connection with same; grinds buckwheat, rye flour and all kinds of feed; has elevators and conveyors; established 50 years ago; owner will remain with purchaser until he becomes acquainted; full particulars as to amount of business, etc. Address R. E., Box 9, Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamics—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.



NEW AND SECOND-HAND MOTORS FOR SALE.

- 1- 3 h.p. Western Electric.
- 1- 5 h.p. Westinghouse.
- 2- 7½ h.p. General Electric.
- 1-10 h.p. Westinghouse.
- 1-15 h.p. Fairbanks-Morse.
- 1-25 h.p. General Electric.
- 1-30 h.p. Western Electric.
- 1-35 h.p. Northern.
- 1-60 h.p. Fairbanks-Morse.

All our motors guaranteed in good condition, none leave our factory without first being thoroughly overhauled, tested and made just like new.

We carry at all times a large stock of new and second-hand motors and dynamos, and will ship on approval to responsible parties.

We buy, sell, rent, repair and exchange electrical machinery of all kinds. Write us your wants NOW.

Northwestern Electric Co.,
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INFORMATION BUREO.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

GASOLINE ENGINES.

FOR SALE—18 h. p. Lewis gasoline engine. Good repair. Write McColl Lbr. Co., Perry, Iowa.

FOR SALE—28-30 h.p. Foos standard horizontal, \$365. 100 other sizes and styles. State your power needs. Badger Motor Co., Milwaukee, Wis.

FOR SALE—20-h.p. Otto gasoline engine, Engine is in excellent condition and just the thing for country elevator. The Wichita Mill & Elevator Co., Wichita Falls, Tex.

FOR SALE—15 h.p. Internat'l gasoline engine in A1 shape, been running 6 mo. Price \$350. Reason for selling installed motor power. An excellent engine for country elevtr. Henry Lesch & Co., Washburn, Ill.

FOR SALE—One 20 horse power Muncie Crude Oil Engine in first class running order; used 2 years. Cost \$725.00; will sell for half price. Replacing with a larger machine. H. G. Pollock, Middlepoint, Ohio.

FOR SALE—30-h.p. Vaughn Gearless gasoline engine, almost new. Have installed electric motors. Also large shaft and friction clutch for engine complete. Star Elevator, Eaton, Ohio.

GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
- 15 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

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FOR SALE—Timothy Seed, Medium
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CLOVER SEED wanted. Have buyers
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Chicago, Ill.GERMAN MILLET is our specialty and
we are now in position to supply your
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Big English Clover Seed.

I have some pure home grown Big Eng-
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German Millet, Timothy, Sapling, Medium Red and Alsike Clover, Cow Peas, Cane Seed and Seed Corn of all varieties.

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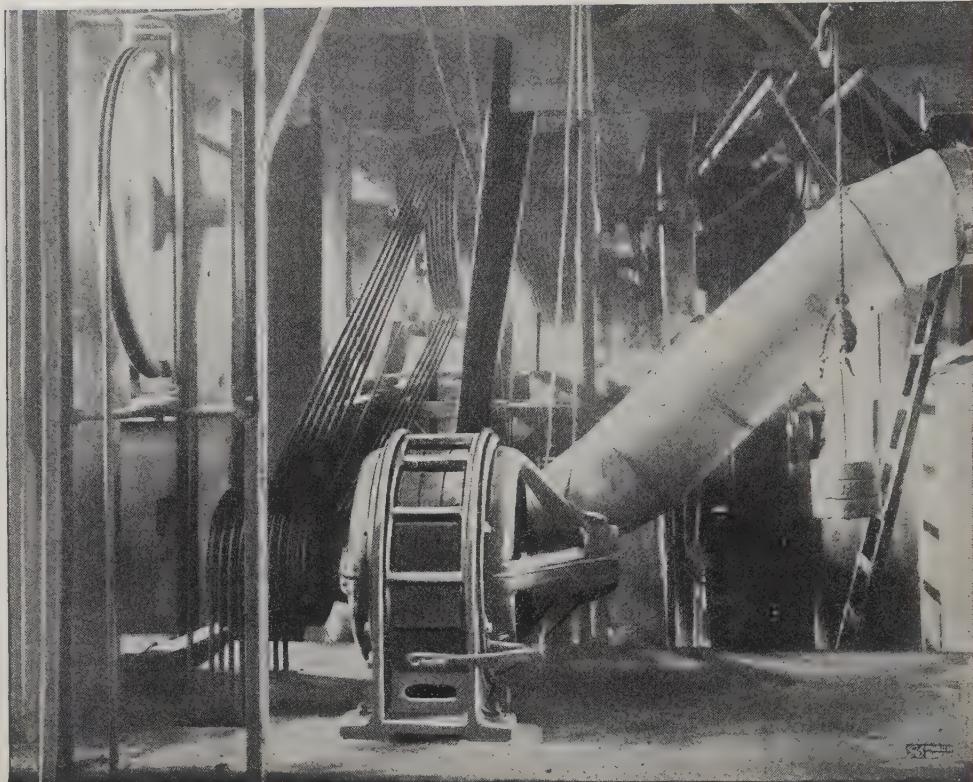


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THE ADVERTISING value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, MAY 10, 1914.

FLAT BOTTOM bins or wagon dumps should not be tolerated by any one who wishes to avoid mixing grain and frequent jobs of shoveling in dark and dusty places.

IF THE present crop prospects are realized, some of our terminal markets will be handicapped and continually congested because of their lack of sufficient elevator capacity to handle even an average crop.

BINS which are covered with strong wire netting do not help to increase the number of boys smothered in the grain. By such a covering the ventilation of the bins will not be interfered with, but children will be kept out.

LEDGES, projections or shoulders in dumps, conveyor boxes, boots and spouting cannot be tolerated if the mixing of grain is to be avoided, and a few such projections will cause enough mixing to prove very expensive defects in any elevator.

THE DEALER who postpones his building and elevator improvements until the farmers begin cutting the crop will be much distressed by the supply men who persist in filling the orders of the dealer who got his orders in early. It requires time to turn out elevator machinery suited to the needs of each individual house and as a rule the machinery manufacturers don't work all night or Sunday.

SHIPPERS WHO HAVE suffered loss as the result of slow delivery by railroad, will be delighted to know that a Kansas shipper recently obtained judgment for \$100 damages and costs, as the result of slow delivery by the Missouri Pacific R. R.

A LARGE steam engine in a Minnesota elevator was put out of commission recently, and while it was being repaired, electricity was substituted. Can you believe it, the substitute proved so much more satisfactory than the old engine that the electric motors are going to stay in.

GRAVITY FED oil or gasoline engines are too dangerous to be tolerated about the elevator, even tho the power house be detached 20 feet. The danger can be eliminated with so small expense that the saving in insurance the first year will more than offset it.

NOTWITHSTANDING some pessimists are complaining of too much rain in the winter wheat section, crop reports show continued improvement and elevator men are hustling to get their plants in order with the full expectation of running them night and day as soon as the crop is harvested.

SHOULD ANY of our readers be so unfortunate as to have an interest in a peanut stand, we feel sorry for them, because the federal government has become so possessed of controlling everything by commissions, that the next thing will be a commission to regulate peanut stands.

MR. McCUMBER'S federal inspection bill is dead, but Mr. McCumber is still hoping to secure federal inspection for North Dakota grain. He cares nothing for the rest of the country. The many fits he has spun at Washington the last month have been quite amusing to grain men who have witnessed his antics.

THIS WEEK Western railroad lines will cancel their natural shrinkage rules, which provide for the dockage of shortage claims to allow for the so-called natural shrinkage, that mythical disappearance of grain, which comes to light only when the shipper has the timidity to ask to be paid for grain lost in transit. Long death to it.

A WISCONSIN elevator which was recently struck by lightning, was actually saved, notwithstanding the flames broke out at different points inside as well as outside the building. Now that the season for thunderstorms is upon us again, it behooves elevator owners, who generally have the highest building in town, to watch their property closely during every thunder storm. Fires caused by lightning as a rule can easily be located and extinguished in their incipiency, and many properties will be saved if carefully watched.

THE NUMBER OF fires credited to heated bearings is so large, it behooves every grain dealer about to build a new elevator to insist upon automatic oilers, of the latest design, so as to reduce so far as possible the danger of this hazard.

GRAIN MEN of Minnesota owe it to themselves and the trade of the country to defeat James Manahan, recently self-announced candidate for attorney-general of the state, so badly that he'll drop out of politics and stop his agitation tactics, (which are designed to keep him in the public eye,) for all time to come.

SEED CORN is of such doubtful vitality, country dealers owe it to their farmer patrons and themselves to assist in every way in the selection of seed which will be sure to germinate. Too often corn which is planted a second or third time fails to mature before cold weather and the dealer has a crib full of hot stuff on his hands.

ELEVATOR OWNERS who wish to avoid the expense and trouble of elevating and re-elevating grain merely to have it thrown down the back leg into the boot again owe it to themselves to see that Mr. Barnbuilder does not equip their elevator heads with pulleys so small that the cups will carry the grain around the pulleys as they pass over.

CINCINNATI'S Chamber of Commerce is working to establish a convention fund of \$100,000. Inasmuch as the Cincinnati delegation has been after the National Ass'n convention for several years past, the members must expect to meet a strong committee at Kansas City next October, because they will be after the next convention with that \$100,000.

VIGILANCE on the part of agents of receivers in terminal markets continue to detect and arrest thieves caught pilfering grain from cars. If sufficient influence could be brought upon the judges passing upon such cases, culprits would be severely punished and the stealing would be stopped, but so long as they are discharged with reprimand or released on probation, others must be expected to attempt to profit by taking grain.

COLLAPSING ELEVATORS were reported very frequently in our news columns some years ago with the natural result that elevator men as well as elevator builders have given much more attention to foundations and sub-structures than they ever did before, but the fact that few houses have collapsed in the last few years is not convincing proof that the foundations and supports of many elevators standing today are not too weak to withstand the stress of handling a large crop. It behooves every elevator owner whose elevator has a foundation of doubtful character to dig into it and strengthen it at every point before the new crop begins to move.

THE lake steamship lines, it seems, are doomed to be controlled by the railroads until the shipping public protests against the sacrifice of their right to the benefits of water transportation, loudly enough and vigorously enough, to be given respectful attention of the Interstate Commerce Commission.

THE NUMBER of notices published recently of elevator men who were installing power plants of increased capacity shows that by degrees dealers are being convinced that it is always a great advantage to have an abundance of power, so that the elevator and all machinery can be operated to full capacity when needed.

CONCRETE FOUNDATIONS and cement lined basements have so many advantages, that few first class elevators are now erected which are not so equipped. When so constructed, it is a comparatively easy matter to obtain freedom from rats, to save all grain which spills and to keep the basement clean, fresh and free from water.

ONE OF THE surest signs of better surroundings for the elevator man comes from Salina, Kas., where an enterprising grain man is beautifying the grounds about the elevator, and the local paper actually credits him with establishing a park in front of the building. When the farmers come to town, they'll all go down to the park. Why shouldn't every elevator man have a park?

MANITOBA SOUGHT to help the farmers thru the purchase and erection of elevators at many country stations, but the farmers would have none of it. Many of these elevators have been leased during the last two years, but now the government has finally been convinced that the experiment is a bad one. It helped no one, except the agitators, and has served only to prove that their wild theories were impracticable, consequently the elevators will be sold.

AN OMAHA shipper as noted in the "Grain Carriers" this number, has brot suit to recover for grain which leaked from cars of the U. P. R. R. in transit. When the railroads undertake to keep their cars in fit condition and to cooper them thoroly before tendering them for grain shipments, the leak problem will be reduced to such a small matter, that no one will worry about it. But so long as the old hap-hazard, sloppy, careless methods are pursued, losses will surely occur, and the shippers who do not care to fight for their rights will stand for them. What the trade needs is to establish a permanent bar to the loading of grain into unfit cars. If the railroads are to continue in the business of furnishing transportation, it behooves them to provide cars which will deliver at destination, the full amount of grain received at initial point.

A CUT-OFF at least on every crop affords the means of more definitely checking up losses and errors than some careful bookkeepers seem to think. A Kansas buyer, who has been short in his accounts for some time, recently disappeared when a cut-off was mentioned, and his accounts developed a deficit of \$3,000. The monthly trial balance is a fair check against deceiving errors, but a cut-off, when balancing the books, makes it almost impossible to hide shortages to amount to anything.

RAILROADS according to a recent decision of the U. S. Supreme Court, have not the right to burden trade by insisting that commodities be unloaded and reloaded into their own equipment at rebuilding points. This should be good news for many grain shippers who frequently have occasion to rebill shipments, but cannot do so without going to much expense for transferring to the cars of another line. As is noted in our department devoted to "Grain Carriers," the court has denied the C. M. & St. P. the right to require the transfer of shipments from the cars of other lines to those of its own.

TWENTY-ONE elevators are reported in this number as having been burned or damaged by fire, and twenty-six other elevators are being covered with iron, so as to reduce the danger of fire from lightning and locomotive sparks. So many of the insurance companies are working against the dangers of wood roofing and siding, the wonder is that any grain dealer will tolerate such a covering on his house. The increased cost of insurance, due to the needless increase in the fire hazard, is far more burdensome than the cost of iron cladding the plant. The insurance must be paid every year. The iron roofing and siding if properly protected with good paint will last for many years. It is easy to determine which is the most economical.

THE C. M. & St. P. R. R. is straightening and also elevating its tracks in some Iowa towns, with the natural result that many grain elevators must be raised or moved. Contrary to the usual practice of railroads indulging in this straightening process the C. M. & St. P. is moving and raising the elevators free of cost to the grain dealer. This is a just recognition of the grain elevator man's service to the railroad in handling bulk grain from wagons to cars. At one time many Eastern lines built and maintained all the elevators along their lines and leased bins in them to the grain buyer for a pittance. It would have been much cheaper for them to have paid the grain dealer a loading fee of one cent per bushel. The railroads everywhere provide depots for package freight and at most terminals they now provide elevators for handling bulk grain. Sooner or later they will be called upon to provide bulk grain depots at all stations, or else grant a loading fee to those who do provide such stations.

MANLIFTS are being installed in so many elevators, it is very evident that grain dealers have found them a very useful addition to their elevator equipment. The mutual fire insurance companies, making a specialty of grain elevators, long since realized that the elevator man would inspect the machinery in the cupola more frequently if the labor of the long trip to the Texas were obviated and granted such a generous reduction in the rate on elevators so equipped that the manlifts really cost the elevator man nothing. The money is refunded to him by the insurance companies through the medium of a reduced rate.

SHIPPING out stored grain is a practice quite common to country elevator men of some sections, but not permissible under the law. If an elevator man contracts to store grain for a farmer the natural inference is that he will hold the grain in the elevator until the farmer sells it. That is the farmer's understanding of the storage contract and that is what the courts would require the elevator man to do if called upon to pass upon the transaction. The elevator man who desires or intends to ship out the farmer's grain and replace it with other grain of like kind and quality should specify in his storage contract that the "*identity of the grain is not to be preserved.*" This would enable the elevator man to ship out from any point he desired and make it incumbent upon him to keep in store only an amount equal to the total amount of the storage receipts outstanding.

A CORRESPONDENT in this number suggests the building of ventilators thru bulk grain bins so as to permit the heated air to pass out and thus reduce the temperature of the grain. It will be remembered by many dealers that about seven years ago letters patent No. 846,211 were granted to Mr. L. L. Johnson for a grain renovator which consisted of pointed sections of perforated pipe which were thrust into the grain at frequent intervals and within this pipe or casing was extended another perforated pipe through which the heated air was forced for the purpose of drying out or carrying away moisture and heat. After several years' trial that was abandoned. A new device known as a conditioner has recently been placed on the market which seems to meet exactly the needs of damp or heated grain, and one great advantage of it is that it can be installed and maintained in any elevator at small expense, inasmuch as it consists merely of shelving commonly used in a well-known drier. All that is necessary is to install it on the outside of an elevator and pour the grain in at the top, the law of gravitation and the wind do the work.

Uniform Grading Thru Federal Supervision.

Uniform grading is nearing realization. For years the Grain Dealers National Ass'n has been working earnestly to bring about the general adoption of uniform rules governing the grading of grain and nearly succeeded in this. For a time some markets made an earnest effort to inspect grain strictly according to the rules, but finding that the interpretations placed upon the rules by different inspectors varied, the effort to secure uniformity was discontinued.

The one thing which stood in the way of realization of actual uniformity was the lack of active supervision over all inspecting forces, by a power of sufficient authority to have its injunctions heeded. The experience gained through the trade's voluntary attempt to secure uniformity served to point out the way for the full realization of actual uniformity, the thing needed by everyone interested in the grain trade. Without it, comparisons between markets or grades are useless.

As is clearly pointed out by our report of the Washington Hearing, which appears elsewhere in this number, the dealers almost to a man were decidedly opposed to federal inspection of grain, because so much of the grain is inspected before it passes into interstate commerce, that the trade would most assuredly be confused and confounded by varying rules and gradings in the different States.

Chairman Lever of the Agricultural Committee, having asked "How can the farmer secure the best service of the Government in the inspection of his grain?" Chairman Reynolds of the Legislative Committee said,

Mr. Reynolds: We think he can secure vastly better service through the supervision method rather than by Federal inspection outright, for the following reasons:

Take, for instance, the shipment by a farmer of a car of grain from a point within any State to a consuming market or point within the same State. This grain must be inspected under departments of that State and under Federal inspection would not come under the scrutiny of a Federal officer. Under supervision the same inspectors would inspect this intra-state grain as would inspect it if it went into interstate shipment.

We believe the inspectors thus supervised would inspect as perfectly for one as for the other and the certificate issued would be practically the same, and this would give the farmer practically Federal inspection which could not be done under Federal inspection outright.

The benefit to the farmer becomes more apparent when it is remembered that more than 70% of all grain does not leave the State in which it is produced.

By Federal inspection this 70% of all grain would not come under the observation of a government official.

While under supervision all grain moving would come under the scrutinizing observation of the Federal Government.

What the trade and country at large needs, above everything else, is uniformity, but without one authority supervising the grading, uniformity is impossible, and with such convincing evidence as was presented to the Agricultural Committee, it does not seem possible that any recommendation will be made to the lower House of Congress at variance with the

recommendations of the grain dealers at the hearing. Federal supervision seems to afford the only practical remedy for the trades, old time misleading and confusing grading systems. It brings real uniformity nearer realization than ever before.

Pay for Coopering Cars.

Coopering of cars, it is generally admitted, should be performed by the railroad company and not by the grain shipper. In the past few railroads have refused to supply grain doors or material for constructing them or to compensate shippers for material used in their construction. It is generally recognized that the shipper is entitled to receive a car in fit condition to transport his grain to destination, yet some railroads which have been used principally for stock jobbing purposes continue to tender cars for grain shipments which could not be safely used for the transportation of baled hay, and what is even worse, many shippers actually load good grain into worthless cars.

Many shippers have successfully pressed claims for grain doors provided at their own expense, and recently a Kansas shipper was successful in suing for the cost of coopering cars. It is not surprising that shippers of 56,000 cars have now joined in a suit against seven Kansas railroads to collect \$2 a car for coopering. Up to the present writing railroads have never even hinted for the shippers to furnish wheels for their cars, but many of them (the prosperous Northwestern included) have refused to compensate shippers even for material used in providing grain doors. If they are unwilling to cooper their grain cars at their own expense they should gladly reimburse the shipper for his time and material.

It is decidedly encouraging to know that some shippers have developed sufficient backbone to fight to a successful issue a suit for the cost of coopering cars and if more shippers in other sections of the country will bring suits to collect for this service, the railroads will hold them in greater respect. Building elevators on railroad ground has all too often biased the judgment of the elevator man as to his own rights in matters concerning the railroad company and as a rule he has paid many times more for the use of elevator site than he could have obtained ground nearby for.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Penna. 27972 passed thru Geneva, Ia., via M. & St. L., May 6, leaking barley at side. Train did not stop.—S. A. Nelson, mgr. Geneva Elvtr. Co.

L. S. & M. S. 50563 passed thru Noblesville, Ind., May 5, leaking yellow corn badly.—Noblesville Mfg. Co.

I. C. 142510 passed thru Manson, Ia., May 1, billed to Council Bluffs, leaking corn at end. No time for repairing.—A. Hakes.

Improvements.

The promising outlook for an unusual large crop of winter wheat, together with the bright prospects in other grain surplus states has brought about early activity in the improvement of old elevators and the building of new. In our news columns of this number is recited some of the details in regard to the improvements. Many of our informants have favored us with full particulars regarding the proposed improvements while others have been content with the bare statement that improvements would be made. It is of some advantage to a grain dealer who wants better facilities to know what his fellow dealers are doing, for many of them have been guided by the experiences of others and all are striving to secure mechanical facilities which will lessen the manual labor necessary to the conduct of their business and permit them to have more time for the promotion of it. Among other improvements told of in the news columns of this number are:

29	new elevators completed.
92	elevators will be built.
38	elevators being built.
35	elevators being remodeled.
97	elevators being repaired.
13	elevators being wrecked.
11	concrete elevators being erected.
28	elevators being painted.
26	elevators being covered with iron.
12	elevators getting new foundation.
13	elevators having driveway lowered.

All of these improvements, as well as the many notices of different mechanical installations denote a desire on the part of the elevator men to facilitate the getting of farmers' grain into and out of their elevators. They are building larger and better, not alone with a view of effecting an economy of time and labor of the farmers who come to unload, but also of the elevator operators and in the hope that farmers will unload oftener where they receive the promptest attention and waste the least time.

The heavier foundations make for firmer, steadier houses. Less power is sacrificed to sagging shafting and fewer fires are caused by friction therefrom, to the end that business is interrupted less frequently. One very important improvement which must soon be noticeable in all new elevators as well as the old ones, will be a marked increase in the number of bins. The federal grades which will soon come into general use will make necessary closer and more numerous classifications of grain in country elevators and this cannot be done with old time storage facilities.

ELEVATOR MEN cannot afford to overlook the fact that the insurance companies will grant a lower rate for insurance providing the power plant is placed in a fire-proof building at least twenty feet away. All these requirements contribute to the safety of the elevator and reduce the risk of the business being forcibly suspended by fire at the busiest time of the season. Dealers will invariably find it to their personal profit to heed and respect these many saving hints from insurance men who have studied the problem.

Letters From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Cars Tendered in Bad Order.

Grain Dealers Journal: I consider that the railroad companies are "handing the shippers a lemon" in the grain cars furnished for loading when the shipper has to put in from one-half to one day repairing the car before it is in shape to load. I think that the companies should cooper the cars or pay for having them coopered.—I. N. Nixon, mgr. Ogallala Elevator Co., Ogallala, Kan.

Missouri Needs Help.

Grain Dealers Journal: We have one bad practice here now and I am afraid it will get worse. This is usually a corn raising community but very little was raised last year on account of the drouth. The farmers clubbed together with what they did raise and secured bids from scopers, loading each car direct. If this can be done with corn when there is very little raised, what is to prevent them from securing grain bids and going around us entirely.

Last winter and at present the only way we can sell corn is to grind it and sell it for chop. That kept up our business partly, but we cannot long expect to thrive if we are to be compelled to grind it this summer and fall. Is there any remedy we could use such as a federation of grain dealers to exclude bids of commission men from our territory? Deepwater Mill & Elevator Co., Deepwater, Mo.

Railroad Liable for Fictitious Bs/L Properly Signed.

Grain Dealers Journal: My case is about the same as it was, and we have now obtained a second verdict against the D. & H. R. R. The question of good faith was entered into, and the jury decided that so long as a man parts with his money there is no question of good faith, and the jury was not three miles in making up its mind. I was awarded a verdict of \$103,261.43. It also established that the railroad is responsible for the acts of its agent, which is about the entire point that we tried to establish.

The D. & H. R. R. denied that the agent had authority to sign bills of lading after February 3rd, but as he remained in its employ until after the 12th of March there is no question of his authority, and the railroad could not establish the fact that it had curtailed his authority, hence it is absolutely responsible.

We trust that this time the technical points will not be the cause for reversing the decision again, as we put in a great deal of work, money and time trying to establish our rights, not for us alone, but for the entire grain trade. It seems a crime that a railroad should keep on fighting an individual like myself when it can gain nothing in the end, as I feel positive that every time it comes before a jury we will get a favorable decision.—Very truly yours, Otto Keusch, New York, N. Y.

Dont's for Believers in "Safety First."

Grain Dealers Journal: I wish to suggest the following Dont's for grain dealers who favor the "Safety First" idea:

- Dont't take chances.
- Dont't eat green apples.
- Dont't get in a big hurry.
- Dont't allow booze on the job.
- Dont't allow oily waste to accumulate.
- Dont't pass a nail in a board; bend it over.
- Dont't allow nails on your driveway or approaches.
- Dont't get into deep water if you can't swim.
- Dont't use a lamp or lantern near an open gasoline can.
- Dont't fail to put a railing around an open shaft or pit.
- Dont't fail to sweep or wipe dusty grease from all boxes or bearings.
- Dont't carry your own insurance; too much like setting a hen on one egg to save eggs.—Very cordially, E. J. Wiese, Mgr. Trans-Mississippi Grain Co., Burlington, Ia.

Long Hours and No Help Makes for Costly Management.

Grain Dealers Journal: It has become quite evident to me that too many Farmers Elvtr. Co.'s are exercising the "penny wise and pound foolish" idea of making their manager work 12 to 15 hours a day, with every minute of that time occupied by buying and selling the commodities handled. Besides that the manager must work nights at his books. In his rush during the day it is easily possible that he will forget to put down some charge item. After working 12 to 15 hours and then passing the pleasant evening hours over the books for two more hours, the manager has time to reflect as to how best to handle the next day's business. He naturally is bound to have a bright, active mind because of the exercise he gets.

I believe that every grain dealer should have a bookkeeper, who is also a stenographer. The cost of employing a bookkeeper is as nothing compared with the articles forgotten to be charged by a busy manager, and the lost opportunities presented to the manager when he is so busy that he has no time to think how to handle them.—B. L. Wilcoxson, Mgr. Farmers Co-operative Ass'n, Ireton, Ia.

Suggests Ventilator for Oat Bins.

Grain Dealers Journal: We have been thinking for some time that it would be a good idea to have some way to ventilate our grain in the deep bins of our elevator. The accompanying illustration is a cross section of our proposed ventilator.

You will note the bottom of the hopped bin and also the ventilator which rests on the basement floor and extends through the floor and up through the bin to the top.

The ventilator is merely a 10x18 in. frame, covered on all sides by 6-inch bevelled siding lumber about a half inch apart. The bevel prevents grain from leaking out and still does not prevent heated air from getting out. It is our idea that the circulation created will have a tendency to keep grain, and especially oats, from attaining the extreme heat where a fire will occur. We will be glad to read in the Journal the opinions of other dealers.—Finson-Beall Grain Co., Monticello, Ill.

Wisconsin Grain Trade in the Dumps.

Grain Dealers Journal: Grain elevators in Wisconsin have dropped fully 50% in value in the last five years, owing to the fact that the state is fast becoming one of the leading dairy sections of the Union. This means less grain for the country elevators to handle, and houses that cost from \$3,000 to \$6,000 ten to fifteen years ago could not be sold for 30c on the dollar at the present time. Twenty to twenty-five years ago we handled possible 300,000 bus. of barley per annum; now 25,000 bus. is a fair average, and we predict that in another ten years there will be no more barley raised in the state. Brewers are now offering bonuses to farmers to raise it, but owing to the rise in land values of from 50 to 150% in the last ten years, and the small profits as compared with returns from dairy farming, they are meeting with little success.

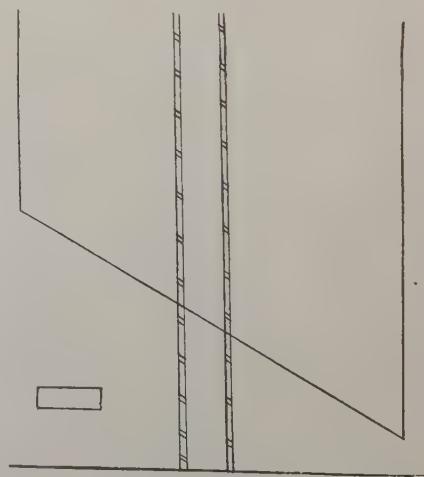
It looks as though it is up to the brewer to go into the farming business to raise barley the same as the pea canneries who raise their own requirements on land which they had to buy. The decrease in values and in business of the country elevators can, therefore, be accounted for in the great increase in dairy farming, pea canneries and sugar beets and the rise in land values of which the first named is still in rapid progress. Laun Bros., Elkhart Lake, Wis.

Will Hold Hearing on Increase in Inspection Fees.

Grain Dealers Journal: It has been brought to the attention of this Commission, which has charge of the State Grain Inspection Department, that for the sixteen months from Dec. 1, 1912, to March 31, 1914, the total expenditures for the Grain Inspection Department have exceeded its total revenue from all sources by \$54,855.25.

There seems to be no valid reason why this department of the state's business should not be self-supporting. In view of the fact that the inspection fee was reduced on Dec. 1, 1912, from fifty cents to thirty-five cents per car, which reduction is no doubt the cause of the above deficit shown for this department, this Commission has under consideration the advisability of increasing the inspection fee of grain from thirty-five cents per car to fifty cents per car.

In order that the matter may be properly considered, and the views of all interests affected by the increase properly



Bin Ventilator.

presented, this Commission has set a hearing in the above matter in its Chicago office, on Wednesday, May 27th, at 10 a. m.

The State Public Utilities Commission is earnestly desirous of affording the grain interests of the state the most thorough and efficient inspection of grain possible. To that end, we shall be glad to receive any criticisms of the present grain inspection methods, and any suggestions that may be offered which will tend to greater efficiency. All interests are, therefore, requested to attend the above hearing.—Yours truly, Frank H. Funk, Commissioner, Springfield, Ill.

Michigan Dealers Working for Beans.

Grain Dealers Journal: I noticed a bit of news relative to the Bean industry under the Michigan News and in connection with this would say that the Michigan Bean Jobbers Ass'n undertook a strenuous campaign beginning last September, enlisting the co-operation of the M. A. C. and Federal Department. In connection with the Association leading representatives of the Grange and Michigan Farmer Clubs are allied.

The proposition embraces "better selection of seeds for freedom from diseases, yielding qualities, and uniformity. Prof. J. H. Muncie has prepared a bulletin which is illustrated by colored plates, setting forth the nature of these diseases and the precautions that are necessary for their extermination.

Members of the Ass'n have sent in over 50,000 names for the Bulletins to be sent to farmers. The farmers of Michigan are very much agitated in the interest of their crops and, unquestionably, this campaign will result in a large improvement in Michigan's great product. The Bean Jobbers Ass'n is further studying on co-operation whereby a better plan for marketing from the farmers will result throughout the season instead of bunching 50% of the goods on to the market in three months.

Furthermore, they are working on a campaign for the better cooking of beans as a substitute for meat. It has been demonstrated that the nutrient content of beans as compared with the nutrient contents of meat and the relative prices thereof, are as one to ten in favor of the beans. The Committee in charge of this work at present is as follows:

A. L. Chamberlain, Sandusky, Chairman.

Fred W. Kinde, Bad Axe.

C. E. DePuy, Pontiac.

Prof. V. M. Shoesmith of the Field Crop Department of the M. A. C. did some very valuable field work last year. As Michigan produces about \$12,000,000 worth of beans, or 75% of the pea beans

grown in America, it can readily be seen that the industry is a very important one.—Mich. G. Dealer.

How Not to Build An Elevator.

Grain Dealers Journal: In perusing the April 10th number of your Journal I am pleased to note that 133 new elevators are told of in the news columns of that number. That is only a small fraction of the number who will build or enlarge their plants if the present crop prospects are realized.

I note frequently in the Journal articles on how to build strong, convenient fireproof grain storehouses, but judging from what I have seen in my travels all of your readers do not heed your suggestions. Being a man with a costly experience, I am prompted to suggest that grain dealers about to build or remodel elevators avoid barn builders; because they are the most expensive kind of a contractor to be found anywhere. The grain dealer needs a house which will hold slippery, heavy grain, not bailed hay or straw.

Another important thing is to avoid a contractor with a bad record. Many dealers insist on the contractor giving a bond to fulfill the terms of the contract. One barn builder of Iowa who seldom pays his bills, unless he is compelled to do so, can no longer furnish a bond, so he is not taking contracts to build elevators this season. The trade affords enough honest, reliable builders to erect all the houses needed.

Dishonest tricksters are entitled to no consideration. It will cost more than the honest contractors' profit to watch the work of the barn builder. The dealer who always insists upon having his work done for less than a fair, honest price thoughtlessly places a premium on dishonesty. Under such conditions the builder is almost sure to shirk his responsibilities and leave the bonding company to complete the job. By requiring the builder to provide a bond, the dealer thinks he is sure of obtaining an elevator built according to the contract but many get badly left.

Buying machinery because it is cheap, is the worst crime the grain dealer can commit against his business; because it is a perpetual handicap to his elevator. While it may not be necessary for him always to purchase the best machinery obtainable, still machinery that he knows will do exactly the work he wants done every day of the year is by far the most economical in the long run. The grain dealer whose elevator is shut down for repairs when the farmers are marketing rapidly, pays twice as much for the cheap machinery as he would have paid originally for the best obtainable.—G. R. Wiedman.

Shipments to Interior Points.

Grain Dealers Journal: I read with interest in your issue of April 25th the article by "Ohio Shipper," headed "Lost by Shipping to Interior Dealers."

Very few shippers who have had similar experiences care to acknowledge that the practice of shipping direct to interior points is unsatisfactory business.

Why do shippers take the unnecessary risk of forwarding grain to interior points? They do not secure any better prices, as it is impossible to market grain to interior points at prices that exceed terminal market quotations. All interior business is placed in competition with terminal markets, and experience will prove that interior buyers only purchase grain from country points, where the shipments can be had at less than terminal market quotations.

Some few years ago very few interior buyers weighed their shipments, but there are very few of this class existing now. The interior buyer today is better educated as to grades and values than formerly, and practically all have modern facilities for unloading and weighing grain.

There are many interior dealers of good character and responsibility, and many that are not.

Ask any grain merchant in any Eastern terminal market how many requests he receives to handle certain cars refused at interior points, sometimes on account of the grade not meeting with the requirements of the buyer; and sometimes on account of market conditions. Shippers to interior generally seek the terminal merchant when in trouble.

An intimate knowledge of the interior trade can only be obtained by personal acquaintance, and then one must have a self-interest to be successful.

The terminal buyer or commission man is in daily contact with all classes of buyers, and the small margin allowed them for service rendered should certainly not be objected to by any shipper of grain.

If you want to ship to interior points, use a terminal market contiguous to consuming interior territory where your grain will be accepted at market discounts, and not refused on account of imaginary differences in quality.

To sum it up, a shipper to interior points must be a thorough traffic man, be familiar with all the idiosyncrasies of the interior trade, be prepared to await payments of drafts, many times at convenience of the purchaser, absorb shortages, discounts and move refused shipments to a more favorable market, sometimes at local rates, and rest peacefully while his corn guaranteed to arrive cool and sweet at final destination is being held in transit at some diverting point for final disposition.

How pleasant it is to receive a wire absolutely refusing a shipment located at some remote interior point, and have all kinds of various charges accrue in order to arrange disposition.—R. V. H.

53 Wagon Loads Waiting.

Grain Dealers Journal: In your issue of April 25th you call attention to the large day's business done by Peter Hatterscheidt of Corwith, Ia.

The accompanying picture shows 53 wagon loads of grain waiting to be unloaded at my elevator. Can anyone beat this record?—W. R. Grout, Perry, Ia.



Fifty-Three Wagons Waiting to be Unloaded at W. R. Grant's Elevator, Perry, Ia.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Do Minnesota Roads Pay Claims for Coopering?

Grain Dealers Journal: We have seen the subject of "Compensation for Coopering" mentioned several times in the Journal by shippers at different stations in our state. Have any claims for coopering been paid by any railroad company in Minnesota, and how should such claims be made out? We would appreciate the experiences of our brother dealers along this line.—Rudning Grain Co., Bellingham, Minn.

Carrier's Liability as Warehouseman?

Grain Dealers Journal: Can shipper recover from R. R. Co. loss on account of high water? For instance, R. R. Co. receives a local shipment of beans into its freight house, notifies consignee in usual manner of the arrival and two or three days later high water floods the freight house and damages shipment.—Chas. C. Avery, Treas. A. A. Grinnell Co., Oakfield, N. Y.

Can Journal Expose Crooks?

Grain Dealers Journal: Is there any law prohibiting the publishing or advertising of trades in which parties have not dealt on the square, also mentioning the names of the parties? We believe that if this can be done it would bring many a grain firm to time.—Roth Grain Co., Wichita, Kan.

Ans.: A trade journal can publish any information it chooses so long as it is the truth and it does not appear that the publisher is trying to injure the interested party by conveying a wrong impression.

Right to Advance in Market Price?

Grain Dealers Journal: If an oral contract is fulfilled and settled for at the price mentioned, is there any legal way in which the seller may obtain full market value when the price is greatly advanced and the purchaser stated he would pay him more later?

A contracted for a crop and B verbally contracted to sell him a certain amount at a given price. It was understood that A was to draw up a written contract which he failed to do and in the meantime the market advanced to about three times the amount specified, but B delivered the crop and A settled for it, saying he would pay more later. Is there any legal contract in this case, and can B obtain full market value for the crop, or did he forfeit his right to a higher price by accepting the original price in settlement?—G. B. R.

Ans.: As there was an agreement on price and this price has been paid for the crop delivered, it is not possible for B to recover on the basis of the full market value. B could recover additional payments from A if there was a dispute as to the amount to be paid and the sum received was accepted in part payment.

Abandonment of Right of Way?

Grain Dealers Journal: The C. M. & St. P. R. R. is straightening its track, and in so doing it misses our town by half a mile. We are informed the road will tear up the old track and if that is the case we will be left without any way of using our elevator. What are our rights in the matter? The views of some brother dealers will be greatly appreciated.—W. B. Loeltz, mgr. Farmers Grain, Livestock & Lumber Co., Dedham, Iowa.

The Leiter Year?

Grain Dealers Journal: Can the Journal let me know what year Leiter, the wheat king, failed? We have a dispute, one saying it was in 1895 and the other in 1896.—W. H. Slaybaugh, Toledo, O.

Ans.: The operations of Joseph Leiter in the wheat market first were discovered in July, 1897, and were followed by an irregular and constant rise in prices until May, 1898, the May future reaching \$1.85 per bushel. The close for May was from \$1.25 to \$1.40, but Mr. Leiter's failure was not apparent until June, 1898, wheat selling late in June at 79 cents per bushel.

Buckwheat Growing District of Canada?

Grain Dealers Journal: In a general way, where is buckwheat grain grown in Canada?—Amendt Milling Co., Monroe, Mich.

Ans.: Canada grows most of its buckwheat in the province of Ontario, the northern and western provinces specializing on wheat and oats. W. O. Galloway, sec'y Ontario Department of Agriculture, reports the buckwheat crop of Ontario in 1913 as 4,012,418 bus., on 228,279 acres. The yield in 1912 was 5,414,796 bus. Thus the acreage devoted to buckwheat in Ontario is four times as great as the buckwheat acreage of Michigan, but New York state, directly south of Ontario, grew 4,004,000 bus. of buckwheat in 1913 on 280,000 acres.

How to Stop Grain Going Down Back Leg?

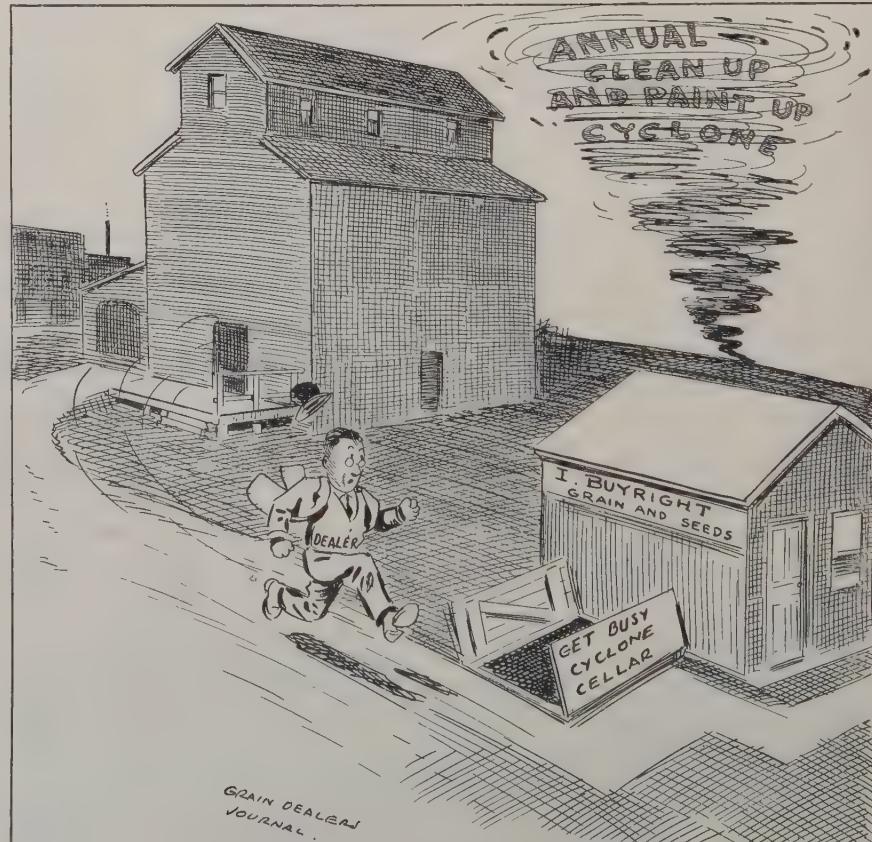
Grain Dealers Journal: Our elevator head carries wheat over whenever we attempt to crowd it or run fast. The leg is 50 feet high, with a 36 inch head pulley. Occasionally when we have a rush of grain, we would like very much to run the leg faster. Any advice as to how we can arrange the cups so they will discharge grain into a spout instead of down the back leg will be greatly appreciated.—S. L. Gamble.

How Were 417 Loads Weighed in One Day?

Grain Dealers Journal: I noticed in the Journal of April 25 on page 643 an article stating that Peter Hatterscheid of Corwith, Ia., had weighed 417 loads of corn over one scale in one day. I would like to know how many hours Mr. Hatterscheid put in as this seems to me to be an enormous run for the short days around Jan. 3. I figure that on 417 loads, he would have to weigh each wagon twice, making 834 weighings. If he worked ten hours he would have an average of 43.16 seconds to weigh each wagon. I would like to be shown.—W. J. Schuster, Hankinson, N. D.

THE ARGENTINE Government recently appropriated \$1,000,000 to buy seed for farmers in the Pampa territory who suffered a total crop failure last year and have no money for purchasing seed.

I HAVE been a reader of the *Grain Dealers Journal* for the past year; and I am sorry that I did not get it when I first entered the grain business.—H. A. Jacobs, agt., Atlantic Elevator Co., Mandador, N. D.



Bright Crop Prospects Have Started a Storn. of Unusual Proportions Which Threatens to Envelop the Elevator Men of All Sections.

Markets for Grain on Track.

Country shipments of corn are still running light. Arrivals at the primary markets last week were only 2,087,000 bus.; against 3,454,000 bus. a year ago. Shipments from the terminal markets were liberal at 2,930,000 bus., against 2,748,000 bus. a year ago. The result is a decreasing visible supply with a fair demand for the small car lot arrivals.

At Chicago May 9 with new July averaging 65½ the No. 2 yellow on track sold by sample at 68½ cents; No. 3 yellow, 68½; No. 4 yellow, 67½; No. 2 mixed at 68½; No. 3 mixed, 67½, and No. 4 mixed corn at 67, all of the cash corn being at a premium over any future, and 10 to 12 cents over December.

With the coming exhaustion of corn stocks at certain points there will follow movements of corn in unaccustomed directions. Fortunate holders of corn in favorable positions can expect the offer of flattering premiums. Chicago is getting some inquiry for corn from New Orleans and seaboard points, Argentina being a less eager seller. Country ship-

pers will profit by comparing more closely than usual their bids from different markets.

In wheat the overshadowing factor is the brilliant prospect for the new crop, already almost secured in the southwest. The weight of the coming crop which two weeks ago had depressed the July future at Chicago 5 to 6 cents under May has now still further depressed the distant option to 8 cents under May.

The situation in general continues just as reported two weeks ago with the demand for spot wheat drawing out more car lots from the country. No. 3 red wheat on track at Chicago sold May 9 at 94 cents, or 8 to 9 cents over the July delivery, No. 3 hard winter selling at 93 cents. Some No. 2 red sold as high as 96 cents.

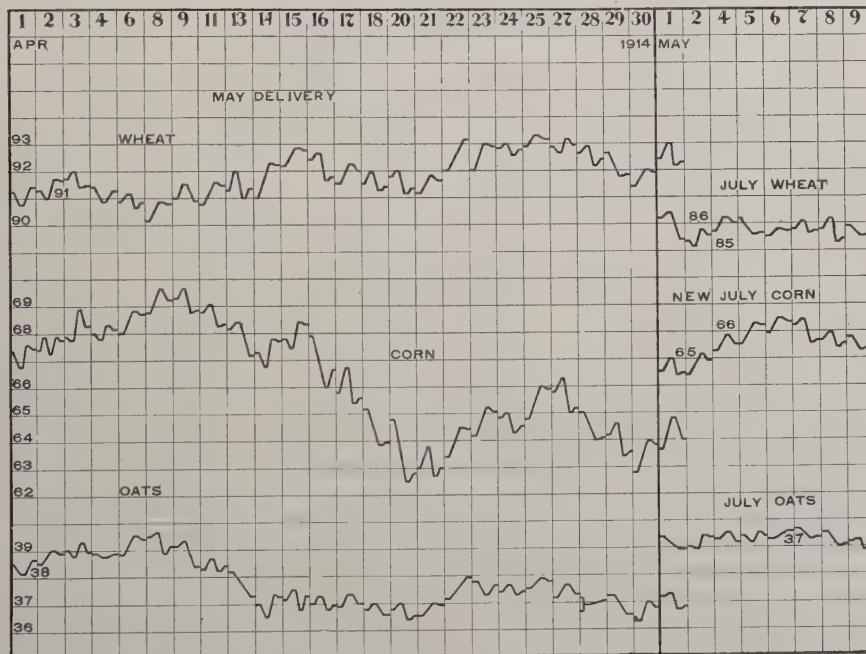
Rye Movement in April.

Receipts and shipments of rye at the various markets during April, compared with 1913, were, in bushels, as follows:

	1914.	1913.	1914.	1913.
	Receipts	Shipments	Receipts	Shipments
Baltimore	295,591	203,582	313,145	145,715
Minneapolis	220,960	239,190	182,820	283,500
Chicago	218,000	222,000	190,000	262,000
Milwaukee	162,305	248,600	194,661	220,220
Cincinnati	30,640	12,849	29,428	6,183
Detroit	19,000	5,000	12,000	11,000
Duluth	10,824	46,659	49,485	51,575
St. Louis	9,900	11,100	7,490	7,850
Omaha	7,700	11,000	6,000	9,000
Kansas City	3,300	4,400	3,300	3,300
Toledo	3,000	.....	1,500	.....

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery during April and July delivery to May 10 are given on the chart here-with.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

	JULY WHEAT.												
	Apr. 25.	Apr. 27.	Apr. 28.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 4.	May 5.	May 6.	May 7.	May 8.	May 9.
Chicago	87½	86½	86½	85¾	86	85	85½	86	85½	85½	85½	85½	85½
Minneapolis	92	91½	91½	90½	90½	89½	89½	89½	89½	90½	90½	90½	90½
Duluth	93½	93½	93	92½	92½	91½	91½	91½	92½	92½	93½	93½	93½
St. Louis	84½	83½	83½	82½	82½	82	82½	82½	82½	82½	82½	82½	82½
Kansas City	81½	80½	80½	79½	79½	79½	79½	79½	79½	79½	79½	79½	79½
Milwaukee	87½	86½	86½	85½	86	85½	85½	86	85½	85½	85½	85½	85½
Toledo	89½	88½	87½	87½	87½	86½	86½	87	86½	86½	86½	86½	86½
*Baltimore	98½	98½	98½	98½	98	98	98½	98½	98½	98½	98	98	98
Winnipeg	94	94	93½	92½	93	92½	93½	93½	93½	94	94	94	94
Liverpool	104½	104½	103½	104	103½	104½	103½	104½	104½	104½	105½	105½	105½
†Budapest	145%	146%	143%	143%	143	143½	145%	147	146½	146½	148½	149½	151½
	JULY CORN.												
Chicago	65	64½	63½	63½	64½	64½	64½	65½	66½	65½	65½	65½	65½
Kansas City	67½	67½	66½	66½	67½	67½	67½	68½	68½	69½	68½	68½	68
St. Louis	67½	66½	66½	66	66½	66	67½	68	68½	68½	67½	67½	67½
Liverpool	62	62	61½	61½	61½	62	62½	63½	64½	64	63½	64½	65½

*May. †April, May after May 1. ‡New.

Dealers Meet at Decatur.

Grain dealers from Decatur, Ill., and surrounding territory held a meeting in F. P. Smith & Co.'s office on the evening of April 28th.

F. M. Powell opened the meeting by saying that the problem of life is not to make life easier but to make men stronger. He made a plea for a square deal in all business dealings and urged that all grain dealers do business on a business basis.

Frank Evans was elected chairman.

A round table discussion among the dealers present showed that an average of 35% of the 1913 corn crop is in farmers' hands and that 64% of it will grade No. 3. The wheat acreage was reported to be 127% of normal.

F. S. Betts, Cerro Gordo: Many of our farmers have found that the 1913 crop of corn will not germinate properly and most of them are trying to get seed from the 1912 crop, 20% of which is still in our farmers' hands.

M. M. Spengler, Bolivia: Some of my competitors do not seem to know what their territory is. They come almost to my door to buy grain. Possibly they will some day try to buy it out of my elevator.

B. F. Jostes, Stonington: I think the farmer knows more about handling grain than we do. He makes the money and we get the experience.

C. A. Davis, Moweaqua: I am in favor of buying acres instead of bushels. I am paying 75 cts. per bushel where I buy wheat by the acre and 77½ cts. where I buy it by the bushel. I have bot some new oats at 30 cts.

F. S. Betts: I absolutely refuse to buy acres of anything. It is not good business and I won't do it. I will only buy bushels and insist on buying all my grain by grade.

T. Hamman, Milmine: We prefer not to buy wheat until we know what we are going to get. We want the wheat in the shock before we buy it.

Alex Branyan, Assumption: We believe it is bad business policy to buy wheat before we know what we are going to raise and we are therefore going to hold off buying it until thrashing time.

Roy Jones, Monticello: We have bot some wheat at 9 cts. under the September option. There is not much pressure to sell now.

Frank Evans, Decatur: I think the excess wheat acreage is at the expense of clover and grass. The present generation of chinch bugs will do no harm and the second generation will come too late to hurt wheat, altho they may hurt our corn and oats. The reports I have from Carlinville, Taylorville and Pana show that chinch bugs are plentiful in the air. I do not believe that the Hessian fly ever does much damage in this part of the country.

F. M. Powell: Sec. Strong asked me to urge all of you to be sure to come to Cairo for the state convention on June 2-3. The meeting then adjourned.

Among those present were the following: A. L. Adams, Moweaqua; Homer Andrews, Walker; D. C. Armstrong, Mt. Auburn; Chas. Barrett, Owaneco; F. S. Betts, Cerro Gordo; and Alex Branyan, Assumption; C. A. Davis, Moweaqua; T. Hamman, Milmine; Ed Jokisch, Boody; Roy Jones, Monticello; B. F. Jostes, Stonington; Chas. Moore, Stonington, and M. M. Spengler, Bolivia.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CANADA.

Ottawa, Ont., Apr. 1.—About 16.5% of the total Canadian wheat crop in 1913 is reported as remaining in farmers hands, this proportion representing 38,353,000 bus. This is a lower figure than in any previous year. The amount of oats in farmers hands is placed at 40%, or 161,537,000 bus., the proportion of the 1912 crop on hand in 1913 being 44.22%, or 173,178,000 bus. The quantity of barley remaining in farmers hands is 30%, or 14,440,000 bus., compared with 17,289,000 bus., or 35% of the 1912 crop in hand on Mar. 31, 1913.—Archibald Blue, census & statistics office.

ILLINOIS.

Stonington, Ill., Apr. 28.—About 35% corn left in farmers hands.—Chas. Moore.

Garrett, Ill., May 6.—Old crop nearly all moved.—Horton Bros.

Stonington, Ill., Apr. 28.—About 35% 1913 corn in farmers hands.—B. F. Jostes.

Bolivia, Ill., Apr. 28.—About 35% corn left in farmers hands.—M. M. Spangler.

Owaneco, Ill., Apr. 28.—Farmers holding 25% last year's corn.—W. H. Barrett & Bro.

Moweaqua, Ill., Apr. 28.—Nearly 25% of 1913 corn crop in farmers hands.—A. L. Adams.

Milmine, Ill., Apr. 28.—Forty per cent of 1913 corn in farmers hands; 40% of it will grade No. 3.—S.

Boody, Ill., Apr. 28.—Forty per cent corn in farmers hands and 60% of it will grade No. 3.—Ed. Jokisch.

Walker, Ill., Apr. 28.—About 50% corn in farmers hands and 75% of it will grade No. 3.—Homer Andrews.

Assumption, Ill., Apr. 28.—About 20% last year corn in farmers hands; 50% of it will grade No. 3.—Alex. Branyan.

Manlius, Ill., Apr. 30.—About 60% corn and 20% oats left in farmers hands.—C. Barber, mgr. Manlius Grain & Coal Co.

Spencer, Ill., Apr. 27.—About 25% of grain in farmers hands.—A. C. Minger, mgr. New Lennox Grain Co., R. F. D., New Lennox.

Decatur, Ill., Apr. 28.—Fifty grain dealers in conference here today reported 35% of the 1913 corn in farmers hands, 65% of which will grade No. 3.—A. B.

Cerro Gordo, Ill., Apr. 28.—Have bot 1,000 bus. wheat; 40% corn left in farmers hands and 75% of it will grade No. 3.—F. S. Betts, mgr. Cerro Gordo Grain & Coal Co.

Mt. Auburn, Ill., Apr. 28.—About 40% corn in farmers hands and 95% of it will grade No. 3.—D. C. Armstrong, mgr. Mt. Auburn & Osburnville Grain & Coal Co.

Carmi, Ill., May 5.—In my 32 years' experience in the grain business at this point, and handling at a number of stations in this section, never before was the old

Monticello, Ill., Apr. 28.—About 25% of the 1913 crop and 5% of the 1912 crop of corn in farmers hands; 50% of this will grade No. 3.—Ray Jones, mgr. Monticello Grain Co.

Clinton, Ill., May 7.—Movement of corn from farmers hands light for this time of year, however, a better movement is expected next week.—A. McArty, mgr. Conley, Quigley & Co.

Shabbona, Ill., May 4.—Outlook for business latter part of this month promising; recent rains in northern Illinois will probably delay movement of grain for short time.—C. F. Beall, agt. Neola Elvtr. Co.

wheat so entirely cleaned up out of the country as it is at this time; have always carried more old wheat over into the new crop than there is left in the country now and it will be nearly 2 months before new wheat will do to mill. Not a carload of wheat left in farmers hands in this entire county and no elevators holding any that I know of.—Wm. C. Smith.

IOWA.

Haverhill, Ia., May 2.—About 50% corn and 30% oats left in farmers hands.—Vanderah & Beale.

Tama, Ia., May 2.—About 35% corn and oats left in farmers hands.—H. D. Cory, mgr. Farmers Co-operative Co.

Atkins, Ia., May 2.—About 60% corn and 40% oats left in farmers hands.—V. E. Carlson, mgr. Atkins Grain Co.

Templeton, Ia., May 5.—About 40% corn and 20% oats left in farmers hands.—John Rock, mgr. Farmers Elvtr. Co.

Van Horne, Ia., May 2.—About 40% corn and 35% oats left in farmers hands.—J. Hinz, agt. King-Wilder Grain Co.

Livermore, Ia., May 4.—Considerable corn to move as soon as farmers finish planting.—Geo. Debe, mgr. Farmers Elvtr. Co.

Vining, Ia., May 2.—About 50% corn and 25% oats left in farmers hands.—Chas. Hrabak, mgr. Grain Dept. V. Hrabak & Sons.

KANSAS.

Arcadia, Kan., Apr. 30.—No old grain in farmers hands.—W. D. Konantz.

MINNESOTA.

Anoka, Minn., May 2.—Little corn in farmers hands; none in dealers hands.—W. A. Emery.

NEBRASKA.

Belgrade, Neb., May 5.—About 15% corn and 5% wheat still in farmers hands.—Farmers Grain & L. S. Ass'n.

Benedict, Neb., May 6.—Grain movement will be light until after harvest; getting enuf corn for local trade; nothing to ship.—A. Houston, mgr. Farmers Grain Ass'n.

NORTH DAKOTA.

Voltaire, N. D., May 6.—Little grain in farmers hands.—Earl Thorpe, agt. Osborne-McMillan Elvtr. Co.

Thompson, N. D., May 9.—Not over 10% crop to market still.—M. C. Gaulke, mgr. Farmers Elvtr. Co.

Honeyford, N. D., May 7.—Grain about all shipped out of this territory.—Wm. W. Erb, mgr. Farmers Elvtr. Co.

Hankanson, N. D., May 8.—Little grain left in farmers hands around here.—H. J. Schuster, agt. Cargill Elvtr. Co.

Kief, N. D., May 4.—This station handled 250,000 bus. grain for season; no grain in farmers hands.—W. A. Bokovoy, mgr. Bokovoy Grain & Fuel Co.

OHIO.

Mortimer, O., May 5.—Little grain moving at present; receipts will probably continue light until new crops are ready to harvest.—V. R. Whities, mgr. Mortimer Elvtr. Co.

SOUTH DAKOTA.

Jefferson, S. D., Apr. 28.—About 15% corn to be marketed.—R. D. Anthier, agt. J. J. Mullaney.

Crandon, S. D., May 6.—Little grain in farmers hands.—G. G. Stahl, mgr. Farmers Elvtr. Co.

Hecla, S. D., Apr. 29.—Last year's crop pretty well marketed.—Chas. W. Estee, mgr. Hecla Co-operative Elvtr. Co.

Heaton (no p. o.), S. D.—May 6.—About 25% of the corn and 20% of oats left in farmers' hands.—M. King, Sioux City, Ia.

TEXAS.

Galveston, Tex., May 6.—The importation of corn through this port has been exceptionally good; have already received 2,100,-

110 bus. and expect 8 cargoes with approximately 1,300,000 bus. of the new crop of Argentine corn. These vessels are due between this date and early June.—H. A. Wickstrom, chief grain inspector, Board of Trade.

ARGENTINE CORN MOVEMENT.

Argentine shippers are trying to get extensions of time on corn sold for first half of May loading. For extension to last half of May shippers on May 5 paid 4 cents per bushel.

About 80,000 bus. of new Argentine corn arrived on the steamer Siam at New York on May 4, being the first good sized quantity to come here, and, according to reports it was of splendid quality. It is feared the movement will be still further delayed due to more rains being reported in Argentina, which it is also estimated have greatly increased the damage to the crop.

Corn Movement in April.

Receipts and shipments of corn at various markets during April, compared with April, 1913, were as follows:

	Receipts	Shipments
	1914.	1913.
Kansas City	2,160,000	1,105,000
Chicago	2,139,000	3,622,000
Omaha	1,635,000	865,200
St. Louis	1,010,430	2,172,800
Indianapolis	787,000	730,000
Cincinnati	585,211	272,289
Minneapolis	395,680	173,720
Milwaukee	376,125	337,480
San Francisco	32,292	8,928
Wichita	246,300	244,800
Toledo	205,200	195,600
Baltimore	197,689	1,011,112
Detroit	86,200	106,800
Duluth	.....	10,788
New Orleans	.....	109,930

Wheat Movement in April.

Receipts and shipments of wheat at the various markets during April, as compared with April, 1913, were as follows:

	Receipts	Shipments
	1914.	1913.
Minneapolis	5,623,380	6,397,030
Chicago	1,484,000	2,924,000
St. Louis	1,237,996	1,389,417
Duluth	1,177,499	2,656,037
Kansas City	892,800	1,268,400
Wichita	591,600	1,049,200
Baltimore	530,537	1,100,210
Omaha	506,400	1,164,000
Milwaukee	311,175	381,800
San Francisco	172,404	144,564
Cincinnati	147,439	98,570
Toledo	134,000	160,000
Detroit	52,000	3,000
Indianapolis	45,000	35,000
New Orleans	.....	889,290
Galveston	.....	427,311

Oats Movement in April.

Receipts and shipments of oats at the various markets during April, as compared with April, 1913, were as follows:

	Receipts	Shipments
	1914.	1913.
Chicago	5,895,000	7,640,000
St. Louis	1,460,300	1,280,350
Milwaukee	989,900	930,600
Minneapolis	845,170	1,141,530
Kansas City	802,400	963,900
Cincinnati	465,211	248,516
Baltimore	450,573	283,394
Detroit	244,500	248,000
Indianapolis	231,000	438,000
Duluth	72,303	490,993
San Francisco	69,562	196,187
Wichita	56,000	9,000
Toledo	49,600	208,000
New Orleans	.....	3,120

Barley Movement in April.

Receipts and shipments of barley at the various markets, as compared with April, 1913, were as follows:

	Receipts	Shipments
	1914.	1913.
Chicago	1,452,000	2,276,000
Minneapolis	899,540	1,546,260
Milwaukee	76,300	1,194,700
San Francisco	663,500	419,416
St. Louis	96,000	14,750
Cincinnati	79,349	57,000
Duluth	65,736	370,294
Kansas City	57,800	40,600
Omaha	29,400	15,000
Toledo	9,000	.....
Baltimore	5,497	946

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARKANSAS.

Russellville, Ark., May 8.—Crop conditions look good so far.—W. H. Norwood.

CANADA.

Toronto, Ont., April 1.—The new fall wheat found a good seed bed, and has been looking strong and promising. The crop has received but little injury from the low temperatures during January and February, as the fields were nicely protected by snow; a few returns describe young plants as looking rather brown, but bulk of correspondents regard the present appearance of the crop as most encouraging.—Euro of Industries, Dept. of Agriculture.

Ottawa, Ont., April 1.—Of the total estimated production of wheat in Canada in 1913, amounting to 231,717,000 bus., 224,810,000 bus., or 97%, proved to be of merchantable quality, which is a larger proportion than in any previous year. Of the oat crop of 404,669,000 bus., 94.58%, is estimated to have been of merchantable quality, representing 383,754,000 bus. Barley, the total yield of which was 48,319,000 bus., proved of merchantable quality to the extent of 46,185,000 bus., or 95.58%.—Archibald Blue, census and statistics office.

COLORADO.

Wray, Colo., May 4.—Have just had 3 inches rain which has put ground in perfect condition for growing crops; spring grain in fine condition; fall wheat poor; several fields have been plowed up and put in spring grain; corn planting will start this week.—E. W. Lambert, sec'y and mgr. Farmers Grain Co.

IDAHO.

American Falls, Id., May 7.—Prospects flattering for bumper crop; fall wheat looking fine; spring grain looking well—Ertel & Torrance.

ILLINOIS.

Bolivia, Ill., Apr. 28.—Wheat acreage 135%.—M. M. Spengler.

Boody, Ill., Apr. 28.—Wheat acreage 120%; oats acreage normal.—Ed. Jokisch.

Earlvile, Ill., May 6.—Crops looking fine; farmers planting corn.—Kaminky & Co.

Moweaqua, Ill., Apr. 28.—Oats acreage normal; wheat acreage 135%.—A. L. Adams.

Walker, Ill., Apr. 28.—Wheat acreage 130%; oats acreage normal.—Homer Andrews.

Stonington, Ill., Apr. 28.—Oats acreage slightly below normal; wheat acreage 115%.—Chas. Moore.

Stonington, Ill., Apr. 28.—Oats acreage normal; wheat acreage 10% above normal.—B. F. Jostes.

Rock Bridge, Ill., May 4.—Prospects for wheat fine.—J. F. Ruhman, supt. Stanard-Tilton Mfg. Co.

Rohrer, Ill., May 1.—Wheat and oats prospect good at present.—J. B. Farmer, mgr. W. R. Turnbull.

Owaneco, Ill., Apr. 28.—Wheat looking fine, acreage 120%; oats acreage normal.—W. H. Barrett & Bro.

Cerro Gordo, Ill., Apr. 28.—Wheat looking fine; acreage 150%.—F. S. Betts, mgr. Cerro Gordo Grain & Coal Co.

Mt. Auburn, Ill., Apr. 28.—Oats acreage normal; wheat acreage 120%.—D. C. Armstrong, mgr. Mt. Auburn & Osbornville Grain & Coal Co.

Milmine, Ill., Apr. 28.—Wheat looking fine, acreage 125%; oats acreage normal; 40% of 1913 corn in farmers hands, 40% of it will grade No. 3.—S.

Garrett, Ill., May 6.—Wheat and oats fair; corn planting well under way; weather seasonable.—Horton Bros.

Clinton to Des Moines, Ia., May 5.—Growing crops fine everywhere; farmers all busy plowing for corn.—G. J. S.

Jamesburg, Ill., Apr. 30.—Oats looking fine; everything favorable for good crop.—P. Jordan, agt. Rogers Grain Co.

St. Peter, Ill., May 4.—Prospect for grain good except in some localities wheat is spotted.—August Borchelt & Co.

Shabbona, Ill., May 4.—Prospect for oats good; ground in good condition for corn.—C. F. Beall, agt. Neola Elvtr. Co.

Assumption, Ill., Apr. 28.—Oats acreage normal; wheat acreage 50% above normal; wheat looking fine.—Alex. Branyan.

Monticello, Ill., Apr. 28.—Oats acreage normal; wheat acreage 25% above normal.—Ray Jones, mgr. Monticello Grain Co.

Owaneco, Ill., Apr. 28.—Chinch bugs unusually plentiful; air is filled with them; wheat looks fine; oats are coming up.—S.

Roseville, Ill., May 4.—Farmers busy preparing to plant corn; little already planted; good rains last week were beneficial to oats and meadows.—C. W. Langdon.

Annawan, Ill., May 9.—Crop conditions above average; oats look good; corn being planted under fine conditions.—J. W. Webster, mgr. Farmers Grain & Sply. Co.

Spencer, Ill., Apr. 27.—No winter wheat in this section; oats and corn acreage same as last year.—A. C. Minger, mgr. New Lennox Grain Co., R. F. D., New Lennox.

Taylorville, Ill., May 4.—Spring is late; crop prospect bad except wheat which is large acreage and extra good; rain and warm weather badly needed.—Ora Home Mfg. Co.

Troy, Ill., May 5.—Wheat looks extra good; acreage increased; some corn being planted; little oats sown on account wet spring; from all indications this will be bumper year.—R. C. Morris.

Topeka, Ill., May 4.—Wheat prospect fine; acreage large; Mason County is a fine wheat and corn country, altho corn, last year, was lighter yield than I have ever seen it.—T. F. Himmel, agt. McFadden & Co.

Carmi, Ill., May 5.—Growing crop looking well; considerable danger of too rank growth and too much straw which usually results in small or swiveled grain that will not test enuf to the bu. to allow the wheat to grade.—Wm. C. Smith.

Shannon, Ill., May 8.—Small grain in best possible condition; plenty of moisture; planting of corn going forward quickly; ground in fine condition; largest portion of corn will be planted during next 10 days with favorable weather.—J. B. Backer.

Decatur, Ill., Apr. 28.—Grain dealers attending the conference held here today estimate the wheat acreage in this section as 27% above normal; prospects for bumper crop best in years. Oats acreage normal; chinch bugs numerous but not considered a serious menace.—A. B.

Clinton, Ill., May 7.—Corn planting progressing under very best conditions in this territory; farmers say ground never in better condition; large % corn will be planted this week; oats and wheat looking fine altho a good soaking rain is needed for both.—Conley Quigley & Co., per A. Mc-Art, mgr.

Decatur, Ill., May 5.—Conditions throughout this territory continue ideal so far as wheat and oats are concerned; weather during the past week has been favorable; sun and rain have been mixed in good proportions; oats coming up and stand good; corn planting getting under way under favorable conditions.—L. E. Duncan, F. P. Smith & Co.

Sadorus, Ill., May 5.—Winter wheat looking fine; considerable more planted here than last year; if nothing happens wheat will make big crop for this country; oats all planted; coming up in fine shape; weather has been good this spring; ground in fine shape; people are planting corn now; will go in in good shape; all of it

will be planted this week unless we get too much rain; prospects good for bumper crop.—Baldwin Elvtr. Co., per W. H. Foote, mgr.

INDIANA.

Knox, Ind., May 6.—Wheat and rye looking excellent.—Kiest Mfg. Co.

Frankfort, Ind., Apr. 28.—Wheat looks fine; oats coming up good.—Wallace & Strange.

Sheridan, Ind., May 8.—Wheat looking good; little oats sown; no corn planted so far.—Sheridan Mfg. Co.

La Porte, Ind., May 9.—Wheat in fine condition in this locality; prospects for large crop.—W. Ellis, Mgr. La Porte Mfg. Co.

Plainville, Ind., Apr. 29.—Wheat never looked better at this season; most of it in 2nd joint; having had a poor crop for past 3 years we are anxious about present crop.—U. G. Barnes, Plainville Mfg. Co.

Leesburg, Ind., May 5.—Wheat in immediate locality will not be over 75% crop owing to damage by fly last fall; oats all sown, corn planting will be late.—H. E. Kinsey, sec'y Leesburg Grain & Mfg. Co.

IOWA.

Atkins, Ia., May 2.—Growing oats looking fine.—V. E. Carlson, mgr. Atkins Grain Co.

Luton, Ia., May 5.—Present outlook is good for bumper crops.—Agt. Neola Elvtr. Co.

Tama, Ia., May 2.—Growing oats in fine shape.—H. D. Cory, mgr. Farmers Co-operative Co.

Meriden, Ia., May 4.—Small grain growing fine; grass 10 days ahead of last year.—W. H. Lamont, agt. E. A. Brown.

Livermore, Ia., May 4.—Oats all in; coming up fine; farmers busy getting corn ground ready.—Geo. Debe, mgr. Farmers Elvtr. Co.

Melrose, Ia., May 5.—Small grain looking good; farmers planting corn; plenty of rain; everything looks favorable.—J. L. Dinneen, agt. Wilkin Grain Co.

Malvern, Ia., May 4.—All growing crops fine; full crop of winter wheat with increased acreage promised; corn planting just commencing; ideal weather; general conditions good.—Borin Bros.

Lamoni, Ia., May 6.—Wheat looking fine; expect bumper crop; acreage 30% increase over last year; oats acreage average; looking fair; corn planting in progress; with good weather 90% will be planted by May 20.—Iowa-Missouri Grain Co.

Des Moines, Ia., May 3.—No frost except in the extreme northwestern counties; copious to heavy showers in all sections; wet weather delayed plowing, and cold nights retarded corn planting. Rain, however, was of great value to grasses and small grains.—Weather Buro, Iowa State Dept. of Agriculture.

KANSAS.

Munden, Kan., May 4.—Prospects best in years.—Carl Jochens, agt. Richard Heinen.

Miltonvale, Kan., May 9.—Wheat looks promising at this time.—Miltonvale Grain Co.

Doniphan, Kan., Apr. 24.—Crop conditions very favorable at present.—C. P. Carigan.

Meriden, Kan., May 5.—Wheat and oats in fine condition.—E. N. Fitzgerald, mgr. Meriden Elvtr. Co.

Osborne, Kan., May 7.—Crop prospects are best ever seen at this time of year.—Solomon Valley Mfg. Co.

Padonia, Kan., May 5.—Wheat looking fine; corn planting progressing rapidly; ground in fine shape.—Farmers Grain & Sply. Co.

Medora, Kan., May 3.—Wheat looks better than for years; farmers looking for bumper crop.—Geo. R. Kroeker, agt. Hutchinson Mfg. Co.

Ontario, Kan., May 4.—Wheat prospects fine; acreage larger than last year; oats acreage larger than ever known before;

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corn about $\frac{1}{2}$ planted.—J. H. Horlock, agt. W. D. Kuhn.

Liberty, Kan., May 5.—Prospect for crops never better; rye in head; wheat heading; good rain yesterday.—D. P. Curtis, mgr. Bowen Mfg. Co.

Meade, Kan., May 4.—Wheat looking fine; $5\frac{1}{2}$ in. rain May 1; good spring crop going out.—N. W. Gibbons, mgr. Cooperative E. & S. Co.

Lindsey, Kan., May 4.—Wheat prospects as good as ever were in history of this locality.—John Wolfersperger, mgr. Farmers Elvtr. & Merc. Co.

Haviland, Kan., May 7.—Growing wheat looks excellent; if nothing happens will have largest ever.—R. W. Smith, mgr. Haviland Merc. Exchge.

Oneida, Kan., May 9.—Coming wheat crop bids fair at present to be big crop; may possibly get too rank.—D. S. Coleman, mgr. Farmers Shipping Ass'n.

Neosho Falls, Kan., May 7.—Prospects for good wheat crop; if conditions continue favorable will have biggest crop in history of this section.—D. W. Finney.

Neosho Rapids, Kan., May 6.—Wheat in fine condition; oats prospect good; early planted corn coming fine; good stand; about $\frac{1}{2}$ planted.—Sattler & Smith.

Mahaska, Kan., May 7.—Crop prospect best ever seen for this time of year; wheat acreage large; corn acreage small; corn planting about $\frac{1}{2}$ over.—G. E. Vining.

Portis, Kan., May 4.—Wheat acreage 10% above average; condition 90%; corn planting well started; condition of soil A No. 1.—C. E. Bentley, mgr. Baker-Crowell Grain Co.

Morrowville, Kan., May 8.—Crop conditions in northeastern Kansas never better; wheat and oats promise banner crop; corn going in ground that is in excellent condition.—J. H. Huyck, agt. Duff Grain Co.

Arcadia, Kan., Apr. 30.—Wheat acreage 90% less than last year, know of less than 100 acres; condition excellent; stands knee high; oats acreage large; 50% increase over last year; corn acreage same as last year.—W. D. Konantz.

Ogallah, Kan., May 7.—Enjoying best prospect for crop wheat we have had for years; good healthy stand; plenty of moisture; plant 1 ft. high now.—I. N. Nixon, mgr. Ogallah Elvtr. Co.

Penokee, Kan., May 4.—Prospects excellent for large wheat crop; best this state has ever had; have had rain every day for week, totaling over 4 inches in the gauge; corn planting has begun; soil in fine condition.—C. L. Kobler, agt. Kansas Flour Mills Co.

Topeka, Kan., May 1.—Winter wheat condition and outlook very favorable; condition 96.5%, highest reported for April since 1903; total acreage 8,333,000 acres, a loss of 3% on estimated acreage sown last fall; plant came thru winter with less injury than for years; this spring dry weather and high winds did more or less damage; some reports place acreage to be abandoned in a few western counties as 60%; in eastern part of state, however, wheat looks well and none will be plowed up; some stands reported too thick and of too rank a growth; no report of chinch or green bugs; very few reports of Hessian fly. Too early for figures of any considerable importance on corn, but in answer to the question, "Will an unusually large area be planted?" correspondents in seventy counties say "No," and reporters in the other thirty-five counties say that as much as or more than usual will be planted. Lack of home-grown seed of good quality will apparently have some effect in lessening the usual acreage. Pre-planting operations indicate that a normal corn acreage can scarcely be expected; conditions have been uniformly excellent for plowing and with higher temperatures following recent rains, planting will be pushed rapidly under circumstances more than ordinarily favorable.—F. D. Coburn, sec'y Dept. of Agriculture.

MARYLAND.

Sykesville, Md., May 7.—Growing wheat promising at this time; from all indications

we will soon be busy in the elvtr. end.—W. R. Kinsey, mgr. Sykesville Lbr. Coal & Grain Co.

MICHIGAN.

Monroe, Mich., May 5.—Outlook for growing crop pretty fair; about 80%; some of the fields are spotted.—Amendt Mfg. Co.

MINNESOTA.

Anoka, Minn., May 2.—Rye looking good.—W. A. Emery.

Hancock, Minn., Apr. 30.—Prospects for good crop; plenty of rain this spring.—N. Smokstad.

Marshall, Minn., Apr. 23.—Corn acreage increased 20%; prospects good.—Farmers Elvtr. Co.

Alberta, Minn., May 4.—Prospects for good crops never better.—T. M. McLaren, mgr. Farmers Elvtr. Co.

Storden, Minn., Apr. 28.—Grain nearly all in; growing fine; plenty of moisture to start it.—C. H. Kingsley, agt. St. John Grain Co.

Warren, Minn., Apr. 27.—Will be same acreage grains as last year unless bad weather prevents getting in all wheat ground.—W. L. Officer.

Blooming Prairie, Minn., May 2.—Seeding all done; preparing ground for corn planting; plenty of moisture to insure good crop.—J. R. Edmond, mgr. Farmers Elvtr. Co.

Breckinridge, Minn., May 9.—Wheat acreage will be decreased 40% on account so much rain; will be 10 days before farmers can get on fields.—W. E. Heathcote, mgr. Farmers Equity & Trading Co.

Everdell, Minn., Apr. 30.—Heavy rains of last week stopped seeding with wheat not $\frac{1}{2}$ in and not much plowing done; will greatly reduce acreage this year.—H. C. Boomgoorden, agt. Amenia Elvtr. Co.

Ashcreek, Minn., Apr. 24.—Seeding about done; farmers preparing ground for corn; spring a little backward; somewhat dry, but this has put soil in fine condition for spring work and crops in good shape; had a heavy rain last night making prospects best possible.—P. M. Nielsen.

Breckenridge, Minn., May 5.—Prospects look bad for crop this season; about 50% seeding done; too much rain; cannot get into fields for 2 weeks with favorable weather; barley acreage will be increased and wheat 25% less.—W. E. Heathcote, mgr. Farmers Equity & Trading Co.

Minneapolis, Minn., May 7.—Past week has been one of cold weather; some rain and snow; farmers unable to do very much field work; being able to seed only on one or two days; low temperatures have been of material benefit as soil has absorbed all the moisture received, and surface instead of caking has remained soft and porous, allowing shoots of the growing grain to push through easily; low temperatures have also caused grain to develop good roots, and when warm weather does come, will have ample root growth. Small grain seeding completed in southern and western Minnesota. In northwestern Minnesota we would say that at least 75% of wheat seeding is completed and 25% of oats. Conditions taken as a whole, are more favorable than they have been for several years.—The Van Dusen Harrington Co.

MISSOURI.

Higginsville, Mo., May 7.—Prospects for bumper crop never more favorable.—A. H. Meinershagen, mgr. Eagle Mill & Elvtr. Co.

Fairview, Mo., May 6.—Prospects for bumper wheat crop continue to be perfect; oats best ever; acreage increased 10%; plenty of moisture.—Forsythe-Goostree Grain Co.

Mercer, Mo., May 5.—Condition of winter wheat in this territory is around 100%; prospects excellent; acreage fully normal; oats were all seeded in good time; in excellent condition; acreage large; corn planting is progressing rapidly; about 75% of the plowing and 15% of the planting done; prospects are very favorable for large corn crop; good rains during the past 30 days have furnished plenty of moisture and

relieved the general deficiency of moisture in the sub-soil which has been a serious drawback during the past 2 weeks.—A. A. Alley, Alley Grain Co.

Columbia, Mo., May 2.—Total precipitation for month 1.74 in.; 1.96 less than normal; compared with 3.39 in. for April, 1913. Condition of wheat 2 points higher than 1 month ago; highest ever recorded in this dept., being 101.8%, compared with 98% in 1913. Practically no abandoned acreage; only $\frac{1}{2}$ % of crop seeded last fall will be plowed up, and this will nearly all be put to pasture. Corn crop in good shape; 60% corn land plowed; soil condition 96%; 20% crop planted; compared with 25%, the 10-year average; estimated corn acreage 101%; compared with 7,537,220 acres in 1913; most of oats crop seeded in good shape; some reports of poor condition of growing crop; practically entire crop seeded by May 1, indications for increased acreage.—Jewell Mayes, sec'y State Board of Agriculture.

MONTANA.

Plentywood, Mont., May 5.—Excellent prospects for large crop; indications fully as good as 1912.—J. V. Pappenfus, mgr. Farmers Elvtr. Co.

Raynsford, Mont., May 4.—Crops looking good; seeding nearly finished; acreage will be 1/3 less than a year ago.—E. A. Strauch, agt. McCaul-Webster Elvtr. Co.

Park City, Mont., May 4.—Grain crops in this locality about $\frac{1}{2}$ planted; earlier planted wheat about 2 in. high; ample moisture to supply it for some time to come; winter wheat 3 to 4 in. high; thrifty.—Agt. Occident Elvtr. Co.

NEBRASKA.

Elmwood, Neb., May 2.—Crops looking fine.—Elmwood Mill & Elvtr. Co.

Falls City, Neb., Apr. 27.—Wheat almost perfect; plenty of rain.—Albert Maust.

Benedict, Neb., May 6.—Crops looking good.—A. Houston, mgr. Farmers Grain Ass'n.

Lorton, Neb., May 5.—Fall wheat never looked better.—Geo. J. Barth, agt. A. B. Wilson.

Falls City, Neb., Apr. 25.—Farmers report wheat looking fine in this section.—Frank Johnson.

Belgrade, Neb., May 5.—Winter wheat looking fine; plenty of moisture.—Farmers Grain & L. S. Ass'n.

Omaha, Neb., May 4.—Crop conditions almost perfect in South Platte Country.—W. S. Pool, supt. Nebraska-Iowa Grain Co.

Guide Rock, Neb., May 3.—Crops never looked better; plenty of rain; pastures short; weather has been cold.—McCallum & Crary.

Fairfield, Neb., May 9.—Largest wheat acreage ever sown here; looks fine; conditions good for planting corn.—O. L. Campbell, agt. E. Stockham.

Ohio, Neb., May 7.—Wheat looking fine; oats fine stand; growing nicely; weather conditions ideal to date; enuf rain.—S. J. Spelde, agt. Lincoln Grain Co.

Spalding, Neb., May 7.—Wheat and oats looking fine in this section; farmers have begun to plant corn; ground in fine shape this spring; plenty of rain.—A. J. Cihak, mgr. Farmers Ass'n.

Columbus, Neb., May 2.—Condition wheat fair to good; oats good; farmers will finish plowing for corn next week with favorable weather; acreage will be large; soil in fine condition.—Columbus Roller Mills.

Goehner, Neb., May 4.—Crop prospects good; wheat and oats average is 98%; ground in first class condition; corn planting will be started this week.—F. A. Kuester, agt. Nye Schneider Fowler Co.

Davenport, Neb., May 2.—Wheat and oats doing fine; plenty of rain; all pastures are coming in good shape; some farmers have begun to plant corn; weather cold; need some sunshine to make crops grow good; prospects good for wheat and oats.—A. D. Duncan, mgr. C. D. McLain.

NORTH DAKOTA.

Lisbon, N. D., May 6.—Prospect for grain crop never better.—Wm. M. Jones, mgr. Farmers Elvtr. & Merc. Co.

Honeyford, N. D., May 7.—Wheat acreage will be reduced 10%; spring late, cold and wet.—Wm. W. Erb, mgr. Farmers Elvtr. Co.

Hankanson, N. D., May 8.—Wheat sowing completed; most of crop up; looking fine. Some barley to be sown.—H. J. Schualter, agt. Cargill Elvtr. Co.

Maddock, N. D., May 8.—Seeding delayed account rain; ground too wet to work; will result in decreased wheat acreage.—C. H. Ihlen, mgr. Farmers Grain, Stock & Fuel Co.

Thompson, N. D., May 9.—Wheat and oats seeding 90% done; plenty of moisture; farm work backward on account of rainy weather.—M. C. Gaulke, mgr. Farmers Elvtr. Co.

Voltaire, N. D., May 6.—Wheat about 2/3 sown; winter rye looking fine; is 4 to 5 in. high; stooing fine; plenty of moisture; fields in fine condition; large acreage of barley, corn and oats will be sown this spring.—Earl Thorpe, agt. Osborne-McMillan Elvtr. Co.

Kief, N. D., May 4.—Wheat acreage increased 10%; flax, oats, barley and corn same as last year; crop condition good; wheat seeding finished; rest of crop will take 2 weeks more to finish; plenty of moisture to start crop.—W. A. Bokovoy, mgr. Bokovoy Grain & Fuel Co.

Fargo, N. D., May 4.—Only 50% of wheat seeding finished in state; has been so much rainy weather farmers were unable to get into fields. Had heavy rain on 2d and even with good drying winds it will be 2 or 3 days before land will be dry enough to work. Think wheat acreage will be cut down and more barley and corn will be sown than last year.—P. B. Brown, Quinn-Shepherdson Co.

North Dakota, May 7.—Seeding was not so far advanced when the heavy rains came as in South Dakota and Minnesota; believe it would be safe to say that 50% of wheat seeding is now accomplished. Nothing further can be done in the line of field work until surface soil has had an opportunity to dry out somewhat; no figures as to probable acreage are as yet available.—Van Dusen Harrington Co., Minneapolis, Minn.

OHIO.

Zanesfield, O., May 2.—Wheat looking fine.—G. D. Peters.

Mortimer, O., May 5.—Farmers busy with spring work.—V. R. Whities, mgr. Mortimer Elvtr. Co.

Louisville, O., May 6.—Wheat looking fine; oats about all seeded; corn ground plowed.—Louisville Mfg. & Elvtr. Co.

Greer, O., Apr. 28.—Wheat never looked better; oats will be late; not many sown yet; meadows look good.—C. V. Banbury.

Waverly, O., Apr. 28.—Wheat looking fine; farmers advancing work rapidly; oats and corn acreage average.—J. B. Johnston.

East Liberty, O., May 5.—This section has appearance of prospective bumper wheat crop; never looked better.—D. K. Hartzler.

Greenwich, O., May 1.—Wheat looking fine; wet weather made oats seeding slow; acreage will probably be reduced.—Greenwich Mill & Elvtr. Co.

Moffitt, O., May 9.—Wheat never looked better; too wet for oats which are being sown over in part of this section as they were drowned out; largest part of ground plowed for corn.—J. M.

Cincinnati, O., May 8.—Corn planted in lowlands around Columbia, Ky., was destroyed by heavy rainfall; streams are higher than they were last January. Not much wheat in farmers hands; favorable outlook for new crop has caused them to place wheat on market, as a sharp break is looked for as soon as the new wheat begins to move. The total inspection this week aggregated 76 cars for past two weeks.—S.

Columbus, O., May 1.—Wheat condition 99%, compared with 93% a year ago; indications are that it will exceed 1913 crop, which was 27,297,467 bus.; a few counties report damage by freezing weather and a few correspondents report some fields abandoned and sown to oats; damage by Hessian fly 1%, other insects 1%. Oats acreage 92%, compared with 1,610,196 acres in 1913; estimated acreage 1,489,090 acres; believed that yield will exceed 1913, as it was only 28 bus. per acre, compared with 44 bus. in 1912. Spring barley acreage 89%; condition of winter barley 96%; 34% of barley sown last fall and 66% this spring; rye condition 99%.—A. P. Sandles, Com's'ner-in-Charge, Agricultural Com's'n of Ohio.

OKLAHOMA.

Sentinel, Okla., May 1.—Wheat and oats looking fine; had 1 1/4 in. rain on Apr. 26 and 2 in. rain on May 1.—M. J. Long.

Anadarko, Okla., Apr. 27.—Expect good crop of wheat; just had good rain; had no prospect last year at this time.—Anadarko Mill Co.

Marshall, Okla., May 9.—Crop conditions almost perfect; wheat promises to be full crop if conditions continue favorable.—Pearson & Hayton.

Carrier, Okla., May 4.—Expect to harvest great wheat crop; straw will be heavy and yields great.—C. A. Boyington, mgr. Carrier Mill & Elvtr. Co.

PENNSYLVANIA.

Mascot, Pa., May 7.—Looks as if wheat will be large crop.—Jacob K. Bessler.

SOUTH DAKOTA.

Riverside, S. D., May 4.—Seeding all done; plenty of moisture; everything looking fine.—Farmers Elvtr. Co.

Warner, S. D., Apr. 23.—Seeding about completed; ground in good shape.—C. J. Hageboom, sec'y Farmers Elvtr. Co.

Ortley, S. D., May 4.—Earley sown grain is up; looking good; land in best condition ever seen.—V. C. Branum, Farmers Elvtr. Co.

Crandon, S. D., May 6.—Everything in fine shape; plenty rain; outlook for new crop never better.—G. G. Stahl, mgr. Farmers Elvtr. Co.

Jefferson, S. D., Apr. 28.—Foul wheat has taken a new start; may have good crop; other grain doing fine.—R. D. Anthier, agt. J. J. Mullaney.

Lyons, S. D., May 2.—Prospects so far good for growing crop; need more than average year's rainfall to make crop as subsoil is dry.—Lyons Grain Co.

Presho, S. D., May 4.—Things look good for crop this year after 3 total failures; possibly too much rain now, keeping farmers from getting into fields.—H. A. Dixson.

Mansfield, S. D., May 5.—Crops getting excellent start; plenty of rain; seeding of small grain about completed; corn acreage will be increased 50%.—John G. Smith, mgr. Farmers Elvtr. Co.

Aberdeen, S. D., May 8.—Best crop prospect on record; 20% larger acreage in grain; 35% of this increase is in corn, making largest corn acreage ever planted.—A. H. Trask, mgr. McCauld-Dinsmore Co.

Kaylor, S. D., May 2.—Outlook for grain good; oats, wheat and barley all up; nice healthy stand of plants noticed; had nice rain on Apr. 26 and 27; raining nicely today.—A. G. Voll, treas. Farmers Elvtr. Co.

Huron, S. D., May 4.—Wheat and other small grain seeding finished; only small amount to do; heavy rains in last 2 weeks put soil in better condition than for years past at this time; prospects good.—Huron Mfg. Co.

Nisland, S. D., May 4.—Wheat acreage will be much smaller than last year; oats, barley, spelt and corn acreage will be greatly increased; conditions ideal for bumper crop; having plenty of rain to start crop and with the body of storage water in the Government Dam, we are assured plenty of irrigating water.—J. D. Duer.

Hecla, S. D., Apr. 29.—Prospects for bumper crop good; have just had 2 days rain; ground wet to depth of 5 ft. or more; nearly all small grain in ground; early sown already up.—Chas. W. Estee, mgr. Hecla Co-operative Elvtr. Co.

Fairview, S. D., Apr. 30.—Rainfall of 1 in. past week put surface in excellent condition; subsoil dry; have had light rainfall

GOVERNMENT CROP REPORT.

Washington, May 7.—The crop reporting board of the Bureau of Statistics, U. S. Dept. of Agriculture, estimates the area of winter wheat for harvest to have been 35,287,000 acres on May 1, or 3.1% (1,119,000 acres) less than the area planted last autumn, but 11.6% (3,688,000 acres) more than the area harvested last year, viz 31,699,000 acres.

The average condition of winter wheat on May 1 was 95.9, compared with 95.6 on April 1, 91.9 on May 1, 1913, and 85.5, the average for the past ten years on May 1.

A condition of 95.9% on May 1 is indicative of a yield per acre of approximately 17.8 bus., assuming average variations to prevail thereafter. On the estimated area to be harvested, 17.8 bus. per acre would produce 630,000,000 bus., or 20.3% more than 1913, 57.5% more than in 1912, and 46.3% more than in 1911. Acreage, indicated yield and condition, by states, follow:

Winter Wheat.

States.	*Acres.	*Bushels.	Yield, M. 1, 14.	Condition, M. 1, 13.
New York..	360	7,500	95	92
New Jersey.	79	1,400	93	95
Penn.	1,312	23,400	94	94
Delaware ..	114	1,900	94	95
Maryland ..	612	9,900	94	95
Virginia ..	779	10,000	95	95
West Va...	236	3,200	95	92
North Car...	611	6,500	92	93
South Car...	80	900	88	84
Georgia ..	140	1,600	90	89
Ohio	2,090	38,900	96	91
Indiana ..	2,485	45,500	98	91
Illinois ..	2,576	47,500	97	94
Mich.	879	15,800	92	83
Wis.	85	1,600	89	89
Minn.	41	700	89	...
Iowa	479	11,100	95	93
Mo.	2,549	44,200	99	95
S. Dak.	69	1,000	88	...
Neb.	3,123	63,100	94	97
Kan.	7,950	132,000	96	91
Ky.	745	10,200	98	91
Tenn.	709	8,600	97	92
Alabama ..	31	400	92	90
Miss	1	...	90	90
Texas	1,082	15,600	90	78
Oklahoma ..	2,465	35,500	96	89
Arkansas ..	105	1,300	97	95
Montana ..	481	12,900	96	92
Wyo.	41	1,100	96	97
Colorado ..	194	4,800	95	94
New Mex.	42	900	93	85
Arizona ..	31	900	94	90
Utah	223	5,500	99	90
Nevada	18	400	97	90
Idaho	339	10,100	99	95
Wash.	1,201	33,000	98	95
Oregon	622	15,200	102	92
Cal.	408	7,800	95	62
Totals ...	35,387	630,000	95.9	91.9

*Three 000 omitted.

Rye condition May 1 was 93.4, compared with 91.3 on April 1, 91.0 on May 1, 1913, and 89.4, the average for the past ten years on May 1.

Meadow hay lands on May 1 showed condition of 90.9, compared with 88.5 on May 1, 1913, and a ten-year average on May 1 of 88.1.

Stocks of hay on farms May 1 are estimated as 7,832,000 tons (12.2% of crop), against 10,828,000 tons (14.9%) on May 1, 1913, and 4,744,000 tons (8.6%) on May 1, 1912.

Of spring plowing 70.9% was completed up to May 1, compared with 67.2% on May 1, 1913, and a ten-year average on May 1 of 66.6.

Of spring planting 56.4% was completed up to May 1, compared with 57.0% on May 1, 1913, and an eight-year average on May 1 of 54.6.

past 4 years; very little winter wheat; all crops looking good.—W. P. Manning, mgr. Farmers Co-operative Grain Co.

Marvin, S. D., May 4.—Seeding about all done; plenty of moisture to give grain a good start; considerable breaking been done and sown to flax; large amount of corn will be grown this year.—J. H. Jorgeson, mgr. Farmers Grain & Merc. Co.

South Dakota, May 7.—Seeding completed unless the more recent rains will induce farmers to put in more seed than they originally intended to this year; in the Jim River Valley there is some reduction in seeded acreage due to unpromising conditions existing at beginning of season. The reduction will be in wheat acreage, as this is essentially wheat territory and in this district may amount to as much as 5% of last year's acreage. Farmers are preparing to put in more corn than ever before and last rains will perhaps induce many to put in more small grain than they had intended.—Van Dusen-Harrington Co., Minneapolis, Minn.

TEXAS.

Ft. Worth, Tex., May 7.—Crop prospects almost perfect.—J. E. Robinson.

Gatesville, Tex., Apr. 30.—Wheat and oats will be average crop.—Carlton & Schley.

Ft. Worth, Tex., May 7.—Growing crop conditions excellent, altho during past 2 weeks an abnormal amount of moisture has fallen which may cause trouble unless we have a period of clear, bright weather. Largest wheat acreage in Texas for years; with favorable conditions will have to let some of new wheat go to export.—Bewley Mills.

WISCONSIN.

Appleton, Wis., May 5.—From reports received from our elvtrs. in this state it would seem that there will be a material decrease in the acreage of barley sown this year, on an average I should judge there will be 25% less. Corn and oats acreage will be increased. Farmers are delayed on account of wet weather and their inability to get into the fields; seeding is practically completed however and outlook is for a favorable advancement in season's crops.—K. B. Mory, mgr. country elvtrs. Wisconsin Malt & Grain Co.

Grainman, Jr.—"Pa, the paper says that a petition of involuntary bankruptcy has been filed against Jenkins, the grain dealer. What does that mean?" Grainman, Sr.—"That he has gone up the spout."

Burning of a Side Hill Elevator.

The grain elevator of John C. Klein at Blue Island, Ill., was built on a side hill with the driveway on the street level and the foundations far below, so that when the building collapsed during the recent fire the superstructure, which towered high above the driveway, toppled over and now lies far below the driveway, as shown in the engraving.

An insane incendiary is thought to have started the fire, which was discovered at 2 o'clock a. m., Apr. 29, in the office. At once heavy streams of water were directed on the flames, but had no effect. The intense heat from the burning, hay, grain and poultry feeds set fire to the nearby feed warehouse, which fortunately was saved and enabled Mr. Klein to fill all orders later in the day. The warehouse was well stocked with a full line, and with shipments en route the business was soon going on in its regular course.

Besides being interested in the elevator Mr. Klein is president of the O. K. Stock Food Co., whose factory adjoins the warehouse. The Klein Elevator, besides doing a local retail business, does a large jobbing trade in grain, feed, hay and seeds.

Part of the cribbing forming the grain bins fell against the warehouse as shown in the engraving. The elevator was completely wrecked; and will be entirely replaced by a building of less height and of mill construction. A temporary retail store and office building is being erected at the top of the hill.

The loss is \$7,500 on building and machinery and \$6,500 on grain, with insurance of 90 per cent. The damaged grain is being handled for the account of the underwriters by the Chicago Grain & Salvage Co.

THE BIGGEST abuse of the grain trade in this town is the loaning of bags to farmers to thresh and deliver their grain. A great many bags are never returned to the firm and this means a disagreeable loss.—Ucon Mfg. & Elvtr. Co., Ucon, Ida.

LIVERPOOL has changed the opening of the grain future market on Saturdays at 10:00 a. m., and the closing to noon.

ELEVATOR CONSTRUCTION.

[From a paper by Jas. Spelman, C. E., read before Canadian Society of Civil Engineers.]

Years ago elevators were built principally of wood, as it was the cheapest material. In fact, up to about the middle of the nineties very little else was used. The elevator builder in most cases developed from a good carpenter. Not much technical engineering talent was employed, the ingenuity displayed being that of the natural mechanic. These men knew very little about grain pressures, but they soon discovered what thicknesses of walls were required for bins of various sizes and that if the bins were built too high the timber below would crush.

The construction was gradually developed so that the minimum amount of material was used to carry the loads safely. The result was that, in wooden elevators, loads were used that would not be tolerated by other engineers. For instance, the side pressure in some of the old wooden elevators was 600 or 700 pounds on oak. A strict interpretation of most city ordinances would make it necessary to add very materially to the amount of timber used in the ordinary wooden elevator. One of the reasons why such pressures can be used is that the load in the elevator is an ideal load. It comes on easily and is taken off easily, without shocks or jars of any kind.

To illustrate how closely men worked in those days, there was one elevator in which about 65 or 70 feet of cribbing was shown on the plans. The owner asked to have fifteen feet more put on. It was objected that the posts would shove up into the girders. He stated that he was only going to use the building to store oats, which was much lighter than wheat, and he, therefore, could afford to take a chance in building so much higher. The owner finally assumed all responsibility for the additional height and stated that he was not going to fill the elevator with anything but oats. Six months later the posts had gone two and a half inches into the timbers, and on investigation it was found that the first time the elevator was filled it was with wheat.

About the middle of the nineties there began to be a demand for the fireproof elevator. The increase in insurance rates and in the cost of timber led to the inquiry as to whether something better than wood could not be obtained. Steel was first used, then tile, and afterwards concrete. About the time that the building of fire-proof elevators was proposed, those who were in the business of constructing elevators realized that they knew very little about grain pressures. It was all very well to build in wood, in connection with which experience had been gained, but in order to make a proper design for a building in steel, or tile, or concrete, it was very necessary to know what the side pressure and the down pressure and all pressures amounted to, at least, approximately.

At that time knowledge with regard to bin pressure consisted of one fact. Someone had demonstrated that if a bin were filled with grain the pressure at the bottom would be about equal to the weight of grain in a cone with a base equal to the bottom, and of a height three diameters of the base. This was arrived at by experiment, but the side pressure was not known. It was found that after a bin was filled to a height of about three times the diameter of the base, it did not matter how much more was put in,



Ruins of J. C. Klein's Side Hill Elevator at Blue Island, Ill.

because the pressure on the bottom did not increase, and from this it was an easy matter to demonstrate that the pressures on the side were uniform for each succeeding foot up from the bottom, until near the top; but the amount of these pressures was not known. Everyone who thought about the matter knew that it had something to do with the friction of the grain on the wall, and, finally, it was found that it would take two pounds, at least, to hold a pound of grain against the wall. The pressure might be more than two pounds, but it could not be anything less.

Many engineers engaged in the business made more or less correct experiments to determine the pressure. An experiment with a bin about eighteen inches square, with three sides solid and one side with wooden slats was made by the author. These slats were kept apart so that each acted independently. Each slat was tested with a centre load to find how much it would take to deflect it a certain amount, the stronger of the slats were selected and put at the bottom, and each one labelled with the load it would carry for a certain deflection. It was found that the side pressure was everywhere very nearly twice the weight of the grain held against the slat, but that as soon as a small hole in the bottom was opened and the grain allowed to trickle out, the slats bent a great deal more because of the change in conditions.

It was estimated that the pressure on the bin walls when the grain was in motion was about three times the weight of the grain pressing against it. This very simple rule was adopted about the year 1898, and since then elevators have been built on that assumption. Although a lot of good work has been done in the investigation of grain pressure in more recent years the author has seen no occasion for changing this rule. It figures just a little more than some of the rules employed; a little more, possibly, than Mr. Jamieson's experiments, and is just a little safer. These experiments were followed with an experimental bin which was built in this city before the Windmill Point elevator was put up, and from that bin the pressures were determined.

In the experiments with the small bin with the slats on one side of it one peculiarity was especially noticed. The bin was filled up to the top, struck off level, and then a slide opened on the bottom and a portion of the grain allowed to run out. The slats on the side bulged out, making the bin a little bigger. The grain, however, that had been taken out at the bottom could not be put in at the top without heaping. This showed that when the grain fell into the bin it packed pretty well near the bottom, and when the bottom slides opened and allowed some of the grain to flow out there was an area of grain in the immediate neighborhood of the opening less dense than the grain in other parts of the bin.

With a glass side in the bin it was possible to see the grain arch over. The point where the little kernels held up the under side of the arch could be seen, and as the grain went out at the bottom the under side of the arch crumbled off.

The pull of the grain on any obstruction that meets its path in the bin is quite strong. In steel elevators considerable difficulty has been experienced because the tie bars across the bins pulled out the rivets. Apparently enough rivets were figured for the strain due to the load on the edge of the bars, but the suction of grain on the side of the five-

inch flat bars would pull them down, twist them over and pull the rivets off. Of course, this was not so apparent with round bars. In one case of round bars, an elevator was built with bins that were twelve feet by twenty-four feet, and about seventy feet deep, rodded in the middle. There were two openings in the bin, one in the center of each of the twelve feet square portions of the bottom, and these rods, of course, were in a line up the middle of the bin.

The builder of that elevator was apparently afraid of the suction of the grain on the rods, and in order to overcome it 6x6 posts were put up in the center of the bin to support each rod so that the down pull of the grain would not break the rod. Whenever the valve at one side of these rods was opened at the bottom of the bin there was a suction of the grain sideways, and it was found that the 6x6 posts would not stand. The posts were, therefore, taken out and 8x8 posts substituted. These also did not stand the strain. The owner was advised to take the posts out and there was no more trouble. The action is very simple. When the hole in the left-hand side was opened the grain coming across pushed over the posts, and instead of the posts helping the rods they pulled them down.

Kansas Dealers Will Meet at Kansas City.

The Program of the Seventeenth Annual Meeting of the Kansas Grain Dealers Ass'n for its meeting to be held in the Coates House, Kansas City, May 26-28, so far as prepared, follows:

Tuesday, May 26th.

Board of Directors will meet at 10 o'clock in President's room.

First Session—Tuesday, 2:30 P. M.

Address of Welcome—A. L. Ernst, President Kansas City Board of Trade. Response—A. H. Bennett, President Kansas Grain Dealers Ass'n. Secretary's Annual Report—E. J. Smiley. Government Grades of Corn—Dr. J. W. T. Duvel of the Agr. Dept., Bureau of Plant Industry, Washington, D. C. General Discussion. Appointment of Committees. Adjournment.

Second Session—Tuesday evening 8 P. M.

"Kansas Grain Inspection"—George B. Ross, Chief Grain Inspector, Topeka. "Some of the Troubles of a Grain Inspector"—A. R. Ware, Chief Grain Inspector, Kansas City, Mo. General Discussion. Adjournment.

Third Session—Wednesday, 2 P. M.

Address, "Kansas Feeding Stuffs Law: Its Merits and Defects"—Prof. L. A. Fitz, Kansas State Agricultural College, Manhattan, Kans.

Address—"Is the Law Enacted by the Kansas Legislature Requiring that Chop Made from Grain in Stock, and Offered for Sale, Requiring a Fee of \$10.00 for Each Kind of Chop Manufactured Necessary?" James Robinson, Potter, Kans.

Car Spotting and Transportation—H. G. Wilson, Transportation Commissioner, Kansas City, Mo.

"Delayed Reinspection of Grain at Terminal Markets Viewed from a Country Grain Dealers' Standpoint"—F. A. Derby, Topeka, Kans.

"Delayed Reinspection of Grain at Terminal Markets Viewed from a Commission Man's Standpoint"—Edward M. Kelly, Wichita, Kans.

General Discussion. Adjournment.

Fourth Session—Thursday, 2:30 P. M.

Secretary's Financial Report. Scale Inspector's Report. Report of Auditing Committee. Report of Arbitration Committee. Report of Resolutions Committee. New Business. Election of Officers. Adjournment.

F. D. Milligan.

The Western Grain Dealer's Ass'n has been fortunate in selecting as president men who have long been identified with the grain trade of Iowa and hence are well acquainted with its troubles and needs. At its recent meeting it selected F. D. Milligan, the junior partner of D. Milligan & Co., Jefferson, Ia.

This firm has been in the grain business continuously at this station since 1871. It also operates at other nearby stations, handling lumber as well as grain.

Mr. F. D. Milligan gives much of his time looking after outside stations. He has long been a supporter of grain trade organizations and fully appreciates the necessity of grain dealers working together to bring about improved trade conditions. He has the confidence and support of the association members, and his ripe experience insures much new work of help to the association's members.

I DO NOT wish to be without the Grain Dealers Journal.—R. E. Nauman, mgr. Burt Farmers Exchange Co., Burt, Ia.

THE JOURNAL appeals to us very much as it keeps us in touch with the various parts of the country.—Wolfe Bros., Shipshewana, Ind.

ARGENTINE CORN should not be used for seed, is the advice of the Nebraska State Board of Agriculture.



F. D. Milligan, Jefferson, Ia., Pres. Western Grain Dealers Ass'n.

Elevator Observations.

BY TRAVELER.

In my travels among the grain elevators I find many good ideas put to a practical test which prove winners; others are lacking in anything to recommend them. Rees & Powers of Bradford, Ill., have a plan for utilizing old belts, which should be adopted in every elevator dumping much grain from farmers' wagons. Most elevator men throw their old belts in the junk pile, not so with Rees & Powers. They cut their old belts in lengths to fit their dump logs; with these they cover the top surface of the logs. This will protect the logs from the wearing of farmers' wagon wheels and also prevent the wheels slipping off logs. This firm receives about 300,000 bushels a year and finds that the belts prolong the life of the logs and reduce the opportunity for accidents at the dumps.

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DEEP WELL UNCOVERED: Recently I visited a North Liberty (Ia.) elevator and was startled by stepping on loose boards over a twenty-four foot well; it contained eighteen feet of water and one board was off. If a farmer's child stepped into that well it would be good-bye child and the grain dealer would lose at least one customer. If a town child fell in and was drowned the elevator man would be likely to have a lawsuit for damages on his hands.

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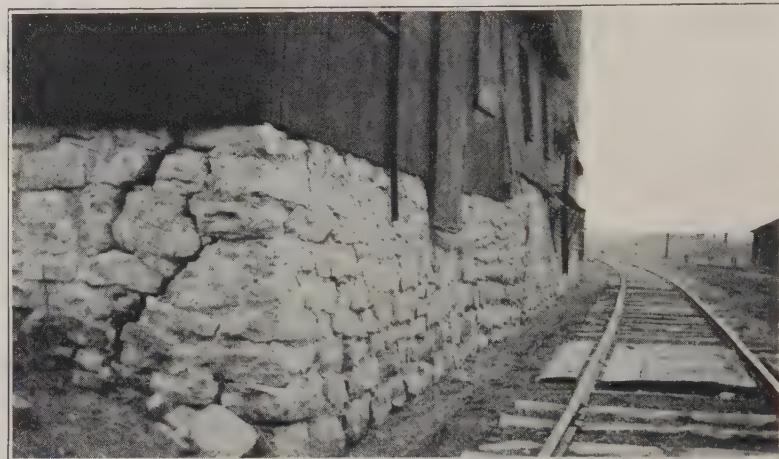
WIRE GUARD FOR BUCKETS: Many accidents occur in elevators each year as the result of operators and visitors getting their hands caught by the buckets as they pass up through the leg casing. I frequently see a leg casing open three and sometimes four feet above the floor. This affords ample opportunity for visiting children and idlers to satisfy their curiosity as to the speed of the buckets by sticking in their hands. Some



Open Leg Guarded by Chicken Wire.

of them get caught between the buckets and the casing. It would be of interest and serve as a warning if we could know of all such accidents. How often have I seen men grab grain out of the rising cups; they seem utterly oblivious of the danger of attempting to get the grain. Recently I have seen several elevator legs which were covered with wire netting, as is shown by illustration herewith. This permits the dealer to see what the cups are carrying up and at the same time makes the leg fool proof. In some states owners of machinery are now held liable for accidents to visitors as well as to their employees.

GASOLINE SUPPLY TANK: The mutual fire insurance companies have impressed a majority of grain elevator owners with the existing dangers accompanying the storage of gasoline in or about the engine room, and most elevator men now have their storage underground some distance from the power house. I am enclosing the photograph of a storage tank fastened to the outside of an elevator and on the railroad side of the house. It is easy to surmise what would happen to this elevator if in dry weather a locomotive spark deposited a few hot coals on top of this box which contains the gasoline supply. Another serious ob-



Cracked Foundation of an Illinois Elevator.

CRACKED FOUNDATION: Few grain dealers would believe that elevator men would continue to operate a house with a foundation which threatens to give way at any time, but I am sending herewith a photograph of a cracked foundation I saw today, which doubtless will fall down the first time any load is put on it, and of course that will be during the busy season when it will be most needed. There are not many foundations under Illinois warehouses in similar conditions, but the picture tells the story.

* * * * *

PUTTING ON BELTS. Today an elevator man all unintentionally took all of my breath in a jiffy; his shirt sleeves unbuttoned were hanging from his arms. His engine had been started and he actually undertook in my presence to pull the belt over the pulley. One sleeve was caught between the belt and pulley and torn off; fortunately the material was old and weak. So many men lose their lives every day in a foolhardy attempt to perform this needless task, that it should not be necessary for any one to read a warning against such a hazardous undertaking.

* * * * *

CARE OF IDLE ELEVATORS: One day recently I walked into a fine elevator at Mapleton, Iowa. The doors of one end of driveway stood wide open and across driveway is a good twelve inch driving belt. On the office floor lays a three foot piece of the same belt. Every window in the elevator is broken out so that locomotive sparks and birds have easy access to the house. The engine room door is open so that whomsoever desires can help himself to parts of the machinery. The work floor is very dirty and littered with all kinds of refuse. It is needless to say that the elevator is not being operated at present, but if the insurance company's inspector would visit that house, I am quite certain that several policies would be quickly cancelled.

junction to this gasoline supply tank was that it was above the engine and fed by gravity so that in case a leak started in the absence of the elevator operator, a flood would be very sure to precede an explosion. Why men will take such great chances with their lives and property just to save a few dollars is more than I can understand.

* * * * *

SECOND-HAND TANKS: An Illinois company was organized several years ago for the purpose of washing sand by a new process; after selling considerable stock it built two large steel tanks. The process failed, the tanks were knocked down and thrown in a scrap pile. There they laid until one day they were discovered by an elevator builder out of a job. He immediately enlisted the services of a railroad man with elevator sites to spare



Gasoline Supply Tank Fastened to Side of Elevator.

and together they organized a grain company. They immediately purchased one of the abandoned tanks and converted it into "a modern grain elevator." It is said that one of the tanks still remains in the scrap pile, but that it is likely to be converted into an elevator any day.

* * * * *

UNPROTECTED SHAFT: At Van Petten, Ill., I saw a long unprotected shaft extending from the engine room to an elevator. Before now I have seen little boys with strings and ropes playing about just such shafts and of course the strings and ropes were frequently wound tight about the shaft. It has been my good fortune not to witness any casualty on such a shaft, but I have heard of many. The employees' liability laws of some states, places the burden upon the owner



Unprotected Drive Shaft of an Illinois Elevator.

of such shafts to guard and protect them in every way possible. They should be boxed in so children could not possibly get to them; the danger to life is too great for such a shaft to be tolerated anywhere, much less out in the open where persons ignorant of its dangers can have access to it.

* * * * *

SIDE HILL HOUSE: I recently visited a side hill house that shook so when I stepped into it that I actually feared it would slide down onto the tracks far below, but it stuck and I went through it, only to find its basement dirty and filled with baled and loose hay, an inviting resting place for locomotive sparks of any size. It is said that some farmers will not drive into the house for fear of its falling. Is not the dealer who tries to do business in such a place wasting his time?

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Power Pump in the open at an Illinois Elevator.

Better Elevators.

BY P. F. M'ALLISTER.

"Better Elevators" has been the watchword of our company ever since we started to build them some fifteen years ago. As a result we find in looking over the field and referring to our early plans that the elevator of today is nothing like they were fifteen years ago, and far from what they were thirty-five years ago.

In the early days, ground was cheap and long one-story warehouses were used with one or two horses on a "sweep" to generate the power.

The elevator leg or what was used for hoisting purposes, was a very crude arrangement. About this time grain handling in sacks was eliminated in the Central Grain States, just as it is now being eliminated in the Pacific Coast States.

From the low flat house the country elevator has gradually but slowly developed into the high symmetrical buildings so common to the eye of the traveler as he passes through the small towns of the surplus grain sections. At some stations he finds one, more often two, and in the Dakotas, any number up to eight or ten.

The early buildings were of frame construction covered with wood siding, had shingle roofs and in general were a great fire hazard. We now see these elevators with a definite bin arrangement, covered with galvanized iron siding and fire resisting roofs of iron, asbestos and composition. The interior of these buildings are now systematized, that is when built by experienced up-to-date builders.

The mutual fire insurance companies in late years have played an important part in reducing the fire hazards both inside and outside of the building.

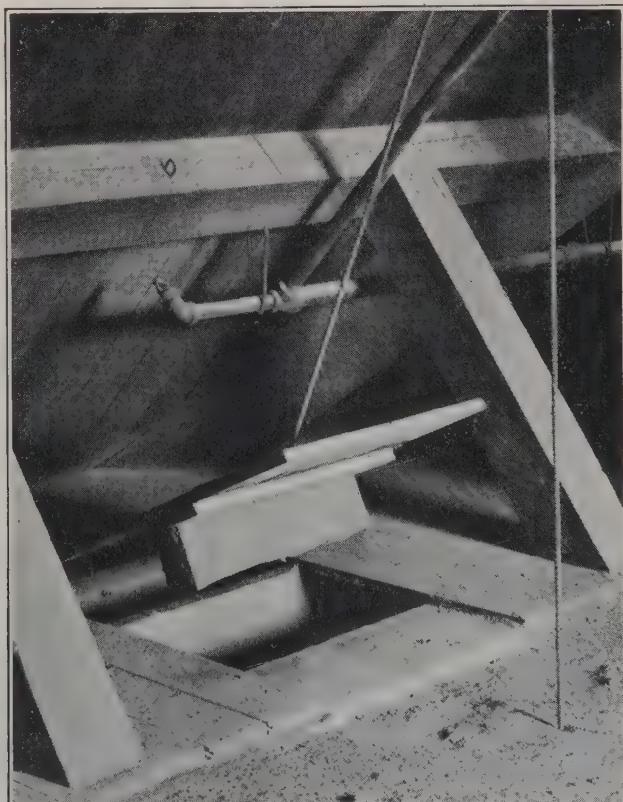
At this writing the great call is for concrete elevators, both large and small, but few country dealers so far have had

the business foresight to invest in such buildings. Of course the matter of keen competition at country points will not permit of the investment necessary for small concrete elevators. It is very true that the cost of concrete in large plants is as small or even smaller than same could be built in wood, the reason being that a bin of 10,000 bu. in wood is about the maximum, while a bin of 40,000 bu. in concrete is not uncommon. In the first instance the wall surface required to contain the grain is 3840 sq. ft. while in the latter case it is 5640 sq. ft., which means that the wall surface in wood required to hold 40,000 bu. would be 15,360 sq. ft., or nearly 3 times as much.

I predict that the increasing cost of lumber and labor and the improved forms for moulding cement now in use and the equipment yet to be invented, will bring us into the age of concrete elevators, both large and small at no distant date, which will mean the end of sleepless nights to the grain man, who fears the mysterious fire of unknown cause.

WE DO not see how we got along without the Grain Dealers Journal as long as we did.—A. M. Stearns & Sons, Essex, Ia.

ARGENTINA has practically no storage capacity for grain. It is not needed. Harvests in the Southern Hemisphere come at a time of year when the granaries of the consuming countries of the North are bare. The position of Argentina was never more clearly shown than at present. United States importers, vessel agents and Argentine exporters are making frantic efforts to get the new corn crop of Argentina on board fast steamers for New York. Grain handling is profitable in Argentina, but storage is a losing proposition.



Air Vent in Scale Hopper of Santa Fe Elevator, Chicago. So Arranged That Weightman Can Release Air Pressure in Hopper When Dropping Grain From Garner. These Hoppers Receive 84,000 lbs. in a Minute and a Half.—From Address of H. A. Foss.

The GRAIN DEALERS JOURNAL.

Managers Meet at Sioux City.

The third annual convention of the National Ass'n of Managers of Farmers Elvtr. Co.'s was held at Sioux City, Ia., on May 7-8.

The meetings were held in the auditorium and convention headquarters were at the Martin Hotel.

The feature of the entire meeting was the fact that not a single prepared speech was given. The meeting was in the nature of an informal discussion on the problems confronting the managers.

Jesse Simpson, Pres., opened the Thursday morning session and I. S. Henjum was in the Secretary's chair.

"SHUD A NEWLY ORGANIZED FARMERS ELVTR. CO. BUY AN ELEVATOR already in business or shud it build a new plant?" E. G. Oyan, Baltic, S. D., said: I do not think it right for a Farmers Elvtr. Co. to organize and refuse to buy one of the elevators. If this new firm builds a new elevator it virtually puts the man with an old house out of business and that really means the confiscation of his property. Aside from this farmers also avoid an overbidding fight by buying his elevator.

T. B. Martin, Colton, S. D.: The Farmers Elvtr. Co. shud buy the old elevator. We shud cultivate a better feeling with our neighbor dealer. We are not the only people on earth and we must remember that everybody has a right to do a grain business.

E. C. Bergfield, George, Ia.: I never have hated a line house. They are trying to make a living and so are we. Farmers shud go into business without hatred or prejudice. Other people have a right to do business.

Farmers can organize and make money if they do business on a business basis. I do not believe in fighting. I do not talk about my competitors. The farmer is a speculator and the grain business is a speculation.

"MARGIN OF PROFIT." W. J. Hunt, Cavour, S. D., said: I do not think there is a Farmers Elvtr. Co. that can make anything but paper profits on a margin of two cents a bushel. I think that market declines, discounts, expense of operation and depreciation and losses in transit will more than eat up the profit of 2 cents on the average business of 150,000 bushels. If you run a small business on two cents margin, you will go broke.

F. H. Sloan, Sheldon, Ia.: I never raise my own bid. I am against the peddling farmer. Don't let the farmer put his grain up at auction. Make your first price a fair one and stick to it.

Thursday Afternoon Session.

"SHUD THE MANAGER BE IN FULL CHARGE of buying and selling?" W. J. Hunt said: It is none of our Board of Director's business what I pay for grain. It is up to the manager to make the business pay a profit and I intend always to sell my grain where and when I please. Somebody must be boss. I am paid to be boss and I run the business. I know more about running the grain business than the man who runs the plow. I borrow money where and when I please and have had as high as \$11,000 from one commission firm. The manager's note is as binding on the company as that signed by the Board of Directors.

C. H. Ender, Cotesfield, Neb.: We tried to borrow money by having Board of Directors sign note. The bank re-

fused the note and asked me to sign a note alone as manager and I got all the money I needed.

"SHUD A MANAGER BE BONDED." Mr. Manning, Fairview, S. D., spoke as follows: A manager shud be bonded and all the bonds for each succeeding year shud be in one surety company. In a recent issue of the Grain Dealers Journal I saw where a Supreme Court decision says that a Surety Co. is liable for losses sustained by fraud thru a period of years even tho the bond was for only one year at a time.

E. C. Bergfield: I am not in favor of a Co-operative Bonding Co. If the individual who had the right to issue bonds did not have a personal liking for the manager making application, it wud be an easy matter to refuse to issue the bond.

"SHUD A MANAGER HAVE A BOOKKEEPER?" Jesse Simpson said: It will pay every firm to hire a bookkeeper. He can take better care of credits and keep office detail and books in shape. He also will act as a check on the manager and compel him to be straight.

"SHUD CLAIMS FOR LOSS AGAINST R. R. CO. BE FILED WITH COMMISSION FIRM or direct with F. C. A. of R. R.?"

W. P. Manning: We have regular printed form for the filing of claims and I find that it is much more satisfactory to file claims direct with F. C. A.

"SHUD WRITTEN CONTRACTS BE USED?" W. J. Hunt: When a farmer has contracted corn and the price goes up he is always short of corn when it comes time to deliver. If price goes down he can always fill the contract. You shud use written contracts and stop this practice.

Jesse Simpson: We do not use written contracts, but use confirmations. We buy on a grade and make farmers pay difference due us on unfilled contracts.

I. S. Henjum: I contracted 100,000 bushels last year at 4 cents profit. All of the contracts were in writing and I ha' no trouble.

The Sioux City Commercial Club entertained the visitors Thursday evening.

The Morning Side Glee Club gave many fine numbers, a lady reader and a vaudeville band completed the entertainment. After the entertainment a buffet lunch was served.

Friday Morning.

Jesse Simpson: Too much emphasis has been placed on the moisture test. You must not forget to look at the cracked and rotten grains.

F. H. Sloan, Sheldon, Ia.: The Government experts have been careful to explain to us the relative values of like quantities of corn of different moisture tests and I believe it is their intention to establish a scale of discounts for various grades of corn of varying moisture tests.

J. A. Waring, Chicago: The Government inspection and supervision is a big thing. You cannot compel any buyer to take poor corn at a price somebody else dictates. Real value counts and any buyer may offer any price he chooses.

Jesse Simpson: There is no question but what under Government supervision of grading the markets will and must have the right to determine discounts and values on off grade grain.

L. D. H. Wild, University of Minnesota: In the state of Minnesota there are 270 genuine farmers elevators. In each of these companies more than 50% of the stock is owned by farmers. The average number of farmers in each company is 128. These 270 elevators do an annual grain business of \$22,000,000. Fifty per cent of these elevators paid no dividend and 20% of them lost money; 20% had poor accounting systems; 63% handled coal; 41% handled feed and 40% flour.

The average annual salary of the managers was \$1032. The average salary of the managers who made money was \$1,056, and the average salary of those who lost money was \$936.

The University of Minnesota is thinking of having a three or four weeks short course for the instruction of managers if sufficient support and encouragement can be obtained.

J. J. Overholzer Got the Drop on Seven Peepers.



Top Row, Left to Right—O. H. Gibbs, Omaha; E. A. Sullivan, Kansas City; E. C. Morrill, Beresford, S. D.; A. H. Trask, Aberdeen, S. D.
Bottom Row—J. L. Welch, Omaha; T. H. Sloan, Sheldon, Ia.; S. E. Trask, Sioux City.

Friday Afternoon.

The afternoon session was devoted to the election of officers and directors and to the passing of resolutions.

Jesse Simpson, Danvers, Ill., was elected Pres.; S. W. Unkenholtz, Mandan, N. D., V.-Pres.; I. S. Henjum, Hartford, S. D., Sec. and Treas.

Directors: W. J. Hunt, Cavour, S. D.; E. C. Bergfield, George, Ia.; Edward Burg, Jasper, Minn.; T. B. Martin, Colton, S. D.; A. W. Stern, Protection, Kansas; Loren Stahl, Gretna, Neb.; E. W. Evans, Morgan, Minn.; C. C. Kelley, Earlville, Ill.; R. A. Rasmussen, York, N. D.; D. D. Mullenburg, Sioux Center, Ia.

The following resolutions were adopted:

Resolutions.

Whereas, the contingencies of the grain business require that as many routes as possible be opened for the transportation of grain from the fields to the different markets, and,

Whereas, the power of the Interstate Commerce Commission to prescribe through routes and through rates applicable thereto are limited by the following provisions in section fifteen of the Act to Regulate Commerce, and,

Whereas, said proviso is based entirely upon the factor of distance via the short line and disregard the factors of service and supply of cars which might be more adequate and be conducive to quicker handling and larger business, be it therefore,

RESOLVED, by the Managers of National Ass'n in meeting assembled that the Congress of the United States be petitioned to eliminate the proviso quoted above, thus giving the Interstate Commerce the power to prescribe as many through routes as in its discretion appear to be necessary to expedite the handling of the business from particular territories, and be it further,

RESOLVED, that copies of this resolution be forwarded to the Senators and Congressmen of the States in which this association has members with the urgent request that the matter be acted upon without delay, and that the officers of the association be instructed to do all they can to further the desired legislation.

FEDERAL SUPERVISION.

RESOLVED, That we approve of a Federal Standardization of grades of grain and favor the Government taking such steps as will bring this about.

RESOLVED, That we favor Federal supervision of grades.

SENTIMENT AGAINST MANAGERS' ASS'N.

Whereas, there are certain interests trying to destroy the honor of managers and their organization, be it,

RESOLVED, that we deplore sentiment raised by such agitators having for its purpose the discrediting of the integrity and character of Managers, by making false statements, thus appealing to the prejudices of officers of Farmers Elevator Companies. Be it, further

RESOLVED, that we deplore sentiment thus raised against the Managers National Ass'n as unworthy and malicious.

EMPLOYMENT OF A SECRETARY.

Whereas, We believe that it is for the best interests of the association to employ the entire time of its Secretary, be it,

RESOLVED, That a Committee of three be appointed to provide ways and means.

RESOLVED, That we recommend that the membership fee be reduced to \$1.00 and dues to \$1.00 per quarter.

Convention Notes.

E. A. Sullivan gave away mystical tops.

The Challenge Dump Mfg. Co. exhibited a dump.

The guests wore white badges and the managers blue badges.

Banners were displayed in hotel lobby by a number of firms.

A. H. Bewsher gave away goats. Everybody was glad to get butted.

L. E. Taylor was telling about selling Englehart Flexible Spout Holders.

J. J. Fitzgerald was telling the merits of Grain Dealers Mutual Fire Ins. Co.

Kansas City men present were E. A. Sullivan, K. G. Irons, J. S. Brown.

Milwaukee was represented by C. W. Riley, E. A. Armstrong and D. S. Dick.

NEBRASKA MANAGERS: C. H. Ender, Cotesfield, and Elmer Servine, Thurston.

The Sioux City Board of Trade has issued a new booklet telling of the attractions of the Sioux City market.

Life size Richardson & Avery automatic scales were exhibited, while the Fairbanks people had a model of their automatic scale on exhibition.

Minneapolis representatives were: E. Crossman, Quinn Shepardson Co.; S. E. Trask, A. H. Trask, O. H. Gibbs, McCaul-Dinsmore Co.; A. D. Guthrie, W. A. Fall and H. M. Parker.

MINNESOTA MANAGERS: A. E. Anderson, Cottonwood; Ed. Burg, Jasper; H. J. Farmer, Sec. Minnesota Farmers Grain Dealers Ass'n, Airlie; O. F. Johnson, Bigelow, and P. M. Nielson, Ash Creek.

Chicago sent the following: F. E. Albertson and W. W. Sylvester; F. O'Heran, E. T. Hanson, J. H. Dole & Co.; J. A. Waring, M. C. Brown, Rumsey & Co.; E. G. Cool, P. H. Schiffelin & Co.; W. E. Messerole, J. C. Shaffer & Co.; C. H. Thayer A. L. Chanlin, C. H. Thayer & Co.; F. A. Cooley and E. H. Farley.

Machinery men present were: F. Dorsey, S. Howes Co.; Tracy G. Lewis, Avery Scale Co.; W. V. Krepps, American Supply Co.; H. C. Kibe and J. H. Maxwell, Fairbanks, Morse & Co.; W. E. Bland of Grain Dealers Supply Co., H. R. Miller and W. P. Buchan, Richardson Scale Co., and L. E. Taylor of L. E. Taylor & Co.

Omaha dealers present were: A. H. Bewsher; H. E. Scott, Blanchard, Niswonger Grain Co.; R. Beal, C. Vincent; E. M. McCray and W. J. Smittle; W. E. Fifield and R. J. Southard, Nye-Schneider Fowler Grain Co.; C. A. Houlton, W. E. Shepard, Flanley Grain Co.; J. L. Welsh, Omaha Elvtr. Co.; O. E. Harris, Trans-Mississippi Grain Co., and O. M. Smith.

SOUTH DAKOTA MANAGERS: E. A. Berven, Lyons; L. Beyers, Unityville; C. J. Erickson, Howard; H. H. Fink, Tulare, S. D.; I. S. Henjum, Hartford, and W. J. Hunt, Cavour; W. M. Lukin, Dell Rapids; E. L. Larkin, Hudson; T. B. Martin, Colton; J. J. Overholtzer, Alcester; A. I. Sinclair, Trent; A. E. Thompson, Tyler, and P. Vanderburg, Sherman.

IOWA MANAGERS PRESENT: E. C. Bergfield, George; E. E. Bryan, Sergeants Bluff; C. F. Carr, Salix; W. H. Creasey, Kingsley; L. A. Dailey, Portsmouth, and J. S. De Vries, Hospers; W. A. Evans, McNally; H. E. Feay, Larchwood; G. Gleystein, Alton; Wm. Grettenberg, Pierson; H. J. Housher, Flugstadt, and H. J. Huibregtse, Hull; C. W. Jones, Moneta; F. Kooreman, Archer; J. H. Lukin, Merrill; D. D. Muilenburg, Sioux Center; C. B. Martin, Jewell; G. A. Neill, Craig; F. G. Richardson, Racine; F. H. Sloan, Sheldon, and Chas. Strong, Havelock.

S. E. Wainwright's 50,000 Bu. Elevator at Lenox, Ia.

With the completion of the new studded elevator of the S. E. Wainwright Lumber Co. at Lenox, Iowa, has added to its list of modern plants, one that is complete in every detail. The plant is on the Hopkins branch of the C. B. & Q. R. R. in the south-western part of the state.

The plant consists of the main elevator structure, 40x43 and 39 ft. to the square and a grain house to the south 20x50 ft. In the cupola, 24x43 and 26 ft. high, is installed a Beall Rotating Separator with a capacity of 2,000 bus. per hour and also an automatic scale. The house contains 17 bins, having a total capacity of nearly 60,000 bus. Their bottoms, also the wagon dumps, are all lined with tin. An ear corn crib is so placed it can be filled from the dump. From the crib ear corn is conveyed to the sheller and thence to the car without being touched by the elevator operators. In addition to the ear corn dump there are two others for other grain. The seed warehouse is placed in relation to the main building so as to cause the least inconvenience in loading cars.

A single belt 44 feet drives a line shaft in cupola. All machinery is equipped with clutches so as to be stopped or started independently of any other part. The motive power is furnished by a 20 h.p. gasoline engine.

Precaution has been taken to minimize the danger of fire in placing a 5,000 gallon water tank in the cupola with a 200 foot hose and a 65 foot gravity pressure. Every other part of the elevator has been designed with a view to convenience of operation and safety.

The plant is sided with corrugated iron and has a rubberoid roof. The machinery was supplied by the Union Iron Works.



S. E. Wainwright's Elevator at Lenox, Ia.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Western Trunk Lines under rule 9 Tariff Circular 18-A give notice of the suspension of new, individual, and joint rates till July 30, 1914.

C. St. P. M. & O. quotes reduction to 17c on coarse grains from Rock Rapids, Lakewood and Doon, Iowa to Chicago, Ill., effective May 24.

Ill. Traction System quotes rate of 7½c on grain from Carlinville, Nilwood, Green Ridge, Girard, and Virden, Ill. to Chicago, Ill., effective May 18.

Western Trunk Lines in Sup. 24 to Circular I-J give rules, regulations and exceptions to classifications on grain, grain products and seeds, effective May 15, 1914.

Mich. Cent. in Sup. 5 to G. F. D. 7835 gives notification of suspension of rates in connection with small lines by carriers in official classification territory till July 30, 1914.

Mo. Pac quotes rate of 13c on wheat from Kansas City, Mo. to Anna, Carbondale, Coulterville, DuQuoin, Freeburg, Marissa, New Athens, and Pinckneyville, Ill., effective May 30.

A. T. & S. F. in Sup 4 to ICC 4066 quotes new rates on grain and articles taking same rates between stations on its line and stations on its line and connections, effective May 20.

C. & A. quotes rates between Louisiana, Mo. and Chicago, Ill. on wheat and corn 9c, flaxseed 12½c; Peoria, Ill., wheat and corn 7c, flaxseed 11½c; St. Louis, wheat and corn 8c, flaxseed 9½c, effective May 12.

C. & A. in Sup. No. 5 to Tariff No. 1570-D gives rules providing for the cancellation of local and joint freight rates on grain, grain products and seeds, at stations on the C. & A. R. R., effective May 21, 1914.

C. R. I. & P. in Sup. 23 to 28675-A quotes rates on grain, grain products, broom corn and seeds between Missouri River common points and stations in Colo., Kan., Mo., Neb., N. M., and Okla., effective May 23, 1914.

M. K. & T. quotes proportional rates from Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., to Ft. Smith, Ark. on wheat 14c, corn 12c, flaxseed and millet seed 16c, hemp seed 19c, effective May 10.

Ill. Cent. quotes new rates from Council Bluffs, Iowa, Omaha and South Omaha, Neb., to Bloomington, Ill. as follows: wheat 12½c, flour 10.5c, barley corn, oats and rye 11c, grain products, 9.5c, effective May 18.

C. R. I. & P. in Sup. No. 8 to Frt. Tariff No. 19687-F suspends rates on grain, grain products, seeds, and broom corn from stations on the C. R. I. & P. in Ia., Minn., S. D., and Missouri River stations to Mississippi Valley points, effective May 29, 1914.

Gt. Nor. Ry. quotes reductions in grain rates from Minnesota points to Chicago, Ill. as follows:—Maynard, Asbury and Granite Falls, Wheat 15.7, Coarse Grains 15; Lorne, Wheat 16c, coarse grains 15.4c; Hanley Falls, wheat 16.5c, coarse grains 15.4, effective May 22.

Mich. Cent. in Sup. 10, G. F. D. 9073-A gives notice of amendment to freight tariff on grain and grain products from points on the Mich. Cent. to Ill. Ind., Ia., Mich., Mo., N. Y., Ohio, Pa., W. Va., and Wis., effective May 18, 1914.

Mich. Cent. in Sup. 23 to G. F. D. 9078 gives notice of amendment to the commodity tariff on grain and grain products from points on Mich. Cent. west of the Detroit and St. Clair Rivers to eastern United States and Canadian basing points, effective April 22, 1914.

C. R. I. & P. quotes rates between Iuka, Kan. and Chicago, Ill. on wheat 25½c, corn 23c, linseed cake 23c; St. Paul, Minn., wheat 25½c, flour 27½c, corn 23c, linseed cake 23c; Peoria, wheat 23½c, corn 21½c, linseed cake 21½c; Mississippi River points, wheat 22½c, corn 20c, linseed cake, 20c, effective May 24.

Mo. Pac. quotes rate of 11c on wheat chops, corn flake, gluten feed, oat dust, oat groats, oat hulls and meal, pearl barley and shorts, and articles taking the same rate from Minneapolis, Minnesota Transfer, St. Paul, Minn., to Nebraska City, Neb., St. Joseph, Kansas City, Mo., Atchison, and Leavenworth, Kan., effective May 20.

C. R. I. & P. in Sup. No. 27 to Frt. Tariff No. 9,690-D gives notice of cancellation of rates on grain, grain products, seeds, broom corn and corn husks, from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock Ark., Memphis, Tenn., New Orleans La., and stations in Ala., Ark., La., Miss., and Mo., effective May 19, 1914.

C. R. I. & P. in Sup. No. 10 to Freight Tariff No. 27537-B gives notice of cancellation of joint and proportional rates on grain and grain products from points on the C. R. I. & P. to Albany, N. Y., Baltimore, Md., Boston, Mass., Montreal Quebec, Can., N. Y. N. Y., Philadelphia, Pa., Rochester, Syracuse, Utica, N. Y., and other eastern points, effective May 24, 1914.

Hosmer, agent for C. & A., C. B. & Q. and other lines quotes rates on oats and barley, from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Itasca, Superior, and Washburn, Wis. (on shipments originating north or west thereof), to Albany, N. Y. 22c, Baltimore 19½c, Quebec, Que., 29½c, Montreal, Que., 24½c, New York, N. Y. 22½c, Norfolk, Va., 19½c, effective June 1.

Frisco quotes new rates from Springfield, Langston, Galloway, Manning and Gates, Mo. to St. Louis, Carondelet, Mo. and East St. Louis, Ill., and same rate points, on wheat 15½c, corn and linseed meal 18½c, flaxseed and millet seed 15½c and hemp seed 18½c; to Chicago and same rate points, wheat 18½c, corn and linseed meal 16½c, flaxseed and millet seed 20½c, hemp seed 23½c, effective May 26.

C. R. I. & P. in Sup. No. 1 to Frt. Tariff No. 29,329-A quotes rates on grain, grain products and seeds between Armourdale Kans., Atchison Kan., Council Bluffs, Ia., Ft. Leavenworth, Kan., Kansas City Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Missouri on the C. R. I. & P. and stations in Ill., Ind., Ia., Minn., Mo., S. D., and Wis., effective May 25, 1914.

C. & A. in Sup. No. 1 to Tariff No. 1809-C quotes changes in rates on grain, grain products, and seeds between Chicago, Peoria, Ill., and St. Louis, Mo., and points taking the same rate and stations in Missouri on the C. & A. R. R. also Hannibal Mo., effective May 12, 1914.

M. O. & G. quotes grain rates from Joplin, Mo. (originating beyond) to Bernice, Cleora, Copeland, La. on wheat and articles taking same rate 7c, corn and articles taking same rate 6c; Salina, Okla., wheat and articles taking same rate 8c, corn and articles taking same rate 7c, effective May 12.

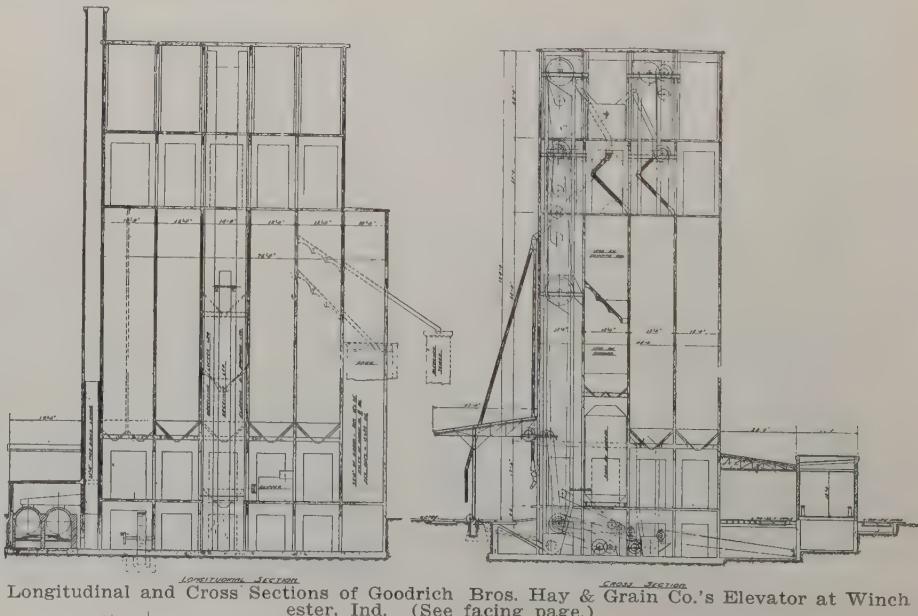
M. C. in Sup. 11 to G. F. D. No. 9073-A suspends increases in rates in accordance with the Interstate Commerce Commission ruling on grain and grain products from stations on the Michigan Central lines to points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., Ohio, Ontario, Pa., W. Va., and Wis., also from points on the Michigan Central to Detroit, Mich., and Toledo, O., until Aug. 13, 1914. The proposed increase was to have become effective April 15.

Chicago Dealers Victims of Fraud.

Cross & Saunders and Albert Miller & Co., Chicago, were last week imposed upon by means of spurious Bs/L for the shipment of corn from Anamosa, Ia., alleged to have been forged by H. D. Nordman. The former firm lost \$500 and the latter \$1,000 in the deal. C. G. Owen & Co. of Milwaukee also received one of the forged Bs/L, but fortunately wired the Anamosa station agent. W. P. Anderson & Co. and Frank J. Delaney of Chicago also had dealings with Nordman, but neither lost anything of consequence.

In each case where the drafts were paid they were accompanied by Bs/L made out in the regular way and signed as if coming from Anamosa. Consequently suspicion was not aroused until the cars failed to arrive within a reasonable time, when a search was begun that revealed the forgery.

Neither of the firms who lost by the coup were on intimate business terms with the supposed forger, tho by most grain dealers on the Board of Trade Nordman was known to be unreliable. Members of the Receivers Association state that this is not the first attempt at fraud by this man and are anxious that it shall be the last. A search is being made for Nordman, who shipped a few cars from Anamosa several years ago.



All-round Elevator of Goodrich Bros. Hay & Grain Co. at Winchester, Ind.

The new elevator of the Goodrich Bros. Hay & Grain Co. at Winchester, Ind., is unusually complete. Situated in a good corn, oats and seed growing territory of Eastern Indiana and operating a dozen country stations, the firm requires a well rounded out plant at the headquarters in order to accept all grain offered in any condition and to put out its purchases to suit buyers in the eastern markets.

In this new house the company can unload wagons or cars, load cars and wagons, transfer from car to car, clean grain, store, dry, cool or bleach it. All this can be done with economy and dispatch and correct weights given in and out, in a concrete building absolutely fireproof.

The building is 40x50 ft., 80 ft. high to top of bins, and 119 ft. 4 ins. from foundation slab to roof. The power house is 48x50 and 26 ft. high. The drier building is 24x25 ft. 11 ins. and 54 ft. 8 ins. high. The seed house is 56x30 and 3 stories high. The flour room is 80x30 and two stories high. A brick office building is situated along the driveway. The plant represents an investment of \$100,000.

Cars are unloaded thru a receiving sink hopped directly to boot of receiving elevator leg extending half way up the house and discharging into a 1,500-bu. garner over the 2,000-bu. Fairbanks Hopper Scales. Directly above the garner is a 1,500-bu. shipping bin.

A second elevator leg extending up the same well as the receiving leg reaches the cupola and fills any bin in the house by direct spout.

Wagon grain is unloaded thru a dump on a drag delivering to the clipping and shipping elevator extending to cupola and filling any bin in the house. Both elevators can discharge direct to the Monitor Cleaner in the cupola or into cars by gravity loading spout. The wagons are

weighed on two scales of the Fairbanks make, one a 4-ton, 14 ft., and the other a 6-ton, 22 ft. Wagon grain also is run direct from the Union Iron Works Dump over the Union Iron Works Feeder to a Philip Smith Corn Sheller in the basement. The Monitor Oat Clipper is on the first floor.

Grain is spouted from the cupola elevators to the Ellis Drier in a separate building, or to the tower of the Burrell Bleacher. Power is generated by a 200-h.p. Corliss engine and transmitted by Weller machinery. The dust collectors were furnished by the Cyclone Blow Pipe Co.

The seed house is equipped with Ferrell and Monitor Seed Cleaners, steel elevator legs and conveyors. The beams, posts, floors and roof of this building and the flour room are of reinforced concrete, with brick walls. The windows are fireproof, and the doors are of the Kinnear Rolling Steel Shutter type. The plant was designed and erected by the Burrell Engineering & Construction Co.

WE FIND the Journal a great help in several ways.—Ollie B. Scott, Mgr. Farmers Grain Co., Dalton City, Ill.

GRAIN business both wholesale and retail is done on too small a margin.—Abner Hendee Co., New Haven, Conn.

WE ENJOY the Grain Dealers Journal most for the freight rate changes and supreme court decisions, but it is all good.—E. G. Beall & Son, Texhoma, Okla.

GRAIN in this locality is handled on so close a margin that in order to make a profit a large volume of business must be done.—J. H. Huyck, agt. Duff Grain Co., Morrisville, Kan.

I FIND the Grain Dealers Journal is of value to me as it often contains just what a person runs up against. By reading the troubles of other grain dealers it often happens that these are just what I am up against.—Yours truly, Ed. C. Farmer, mgr., Farmers Union Shipping Ass'n Inc., Natoma, Kan.

Letting the Contract.

BY J. F. YOUNGLOVE.

How long will it take for grain dealers to learn they are making a mistake in writing to every builder who advertises in grain journals soliciting bids on their proposed elevator.

As an illustration about a dozen contractors figured on the same plan and specifications at Emmetsburg, Iowa. The difference between the highest and lowest bid was \$2,450. This may "jar" the average reader, but it is a fact. The contract went to the lowest bidder (in this instance), a d at a price, no matter how the work is "skinned" that will put the builder at least \$600 in the hole, and no stock is presented to the "generous" contractor to make it a reciprocal proposition.

To the average owner, no doubt, this looks like a clever piece of financing. Does he stop to consider that some of those "Hungry Contractors" might possibly, to beat the other fellow's price, figure "COST" and plan to make his profit from the quality and quantity?

The manager of a South Dakota elevator wrote us, "The Directors saved (?) \$400 by waiting for a bid, after receiving a wire, but it has cost us three times \$400 to put the building in shape to handle grain.

Contractors must make some profit in the business or go out of it. Does it pay to make this "saving" in cost of the building? Do the owners *really* think they are getting the *same* elevator or same class of building, at a price \$1000 below some bidder who could not or would not cheat in doing the work?

Why not be reasonable or use a reasonable amount of judgment. Invite two or three contractors, the ones who have a reputation for giving value received, and pay a fair price, get an elevator that will handle grain at the lowest cost, and will not have to be repaired or rebuilt in a few years. The best way is to look up elevators your contractor has built, and ascertain what class of work he does, also learn his responsibility.



New Fireproof Plant of Goodrich Bros. Hay & Grain Co. at Winchester, Ind. (See facing page.)

A 50,000 Bus. Kansas Elevator.

A modern elevator has recently been completed for the Farmers Co-operative Co. at Plainville, Kans., which is attracting considerable attention. W. W. Young is manager. The elevator is of studded construction and has a storage capacity of 50,000 bus. The foundations are of reinforced concrete made rat proof. The building is sided with 1 1/4" #28 gauge galvanized iron siding and is roofed with #28 gauge pressed standing seam galvanized iron roofing with continuous cleat. The engine room is of reinforced concrete roofed with metal shingles and is detached from the main building. In connection with the elevator is a warehouse 20'x40' built for storing flour and feed.

The elevator is equipped with a 25 H.P. Fairbanks Oil Engine, with 1 #0 Wilford three roller feed mill, one stand of feed elevators with elevating capacity of 500 bus. per hour, one stand of grain elevators with elevating capacity of 1800 bus. per hour, one #179 Eureka Double Receiving Separator, installed on the work room floor, one 5 ton wagon scale installed in reinforced concrete for office scale, one 1750 bu. per hour Richardson Automatic scale installed in the cupola, one Van Ness Safety Roller Bearing Manlift running from pit to cupola.

The elevator is also equipped with power shovel, for unloading cars and car puller. The dump bins have a capacity of 1000 bushels. The elevator was built and equipped by the R. M. Van Ness Construction Co.

I CAN NOT do without the Journal.—J. T. Harvey, Tulsa, Okla.

WE CANNOT get along without the valuable Grain Dealers Journal.—Winfield Elvtr. & Sply. Co., Winfield, Ia.

MARK MENNEL, Pres. of the Millers National Federation, while at Hot Springs, Va., recently saved a little girl from drowning.

Grain Carriers

THE STEAMER J. J. McWilliams with oats from Green Bay, Wis., was the first grain laden vessel to reach Buffalo on the opening of navigation.

LOSSES FROM cars leaking in transit are the grounds for a suit for \$1,020 against the U. P. R. R. brot by The Trans-Mississippi Grain Co.

FOR SLOW DELIVERY of cars, The Farmers' Grain Co. of Haven, Kan., was given judgment for \$100 and costs against the Missouri Pacific R. R. on April 21.

THE AVERAGE agreement demurrage rule may be canceled by the railroads on the ground that cars are detained longer than under regular demurrage rules.

THE BIGGEST oats cargo, 605,858 bus., ever taken from the Duluth harbor, was shipped May 2 in the steamer Matthew Andrews bound for Port Colborne, Ont.

MISQUOTATION OF FREIGHT RATES on which contracts have been made have caused shippers to prepare to ask for the enactment of a law giving them protection.

ON MAY 3, the first grain laden vessels of this season arrived at Buffalo from Lake Superior. They were the steamers John J. Barlum and the A. E. Stewart.

THE STEAMER William D. Rees, loaded with 140,000 bus. wheat and 150,000 bus. corn from Chicago ran ashore on the Seneca Reef about seven miles south of Buffalo Harbor, April 29, and had to be lightered.

A 4 1/2 cent rate on wheat is being established by Canadian boats between Ft. William and Montreal. This is decidedly lower than is paid to any American port and is causing a heavy movement of wheat to Montreal for export.

PHYSICAL VALUATION of the Lehigh

Valley R. R. recently completed by W. J. Wilgus cost that company \$100 per mile. Valuation of the 250,000 miles of railroads in the United States at the same rate will cost \$25,000,000, and shippers will pay the bill.

ABOUT 2500 BOX CARS will be added to the rolling stock of the western division of the Frisco within the next few weeks for the handling of the wheat crop during the coming season. With this increase the Frisco will be able to handle the wheat traffic better than ever before.

ALL BOX CARS on the Chicago & Alton R. R. are being overhauled for the movement of grain this season. The force at the Bloomington shops was recently increased 100 men and the company fully expects to have an ample supply of cars, also to avoid loss to the shippers and resulting damage claims.

COSTS OF COOPERING wheat cars will be demanded from the railroads by the Hutchinson Flour Mills Co., of Hutchinson, Kan., in a suit soon to be brought. The case will be based on the same evidence as presented by the Rock Mill & Elevator Co., recently awarded a judgment in excess of \$3,000.

OWNERSHIP OF WATER LINES by railroads after July 1, is permitted in a ruling by the Interstate Commerce Commission in all cases where application is made to the commission and will continue until an investigation can be made as to the merits of the applications regardless of the Panama law to the contrary.

THREE THOUSAND BOX CARS will soon be added to the equipment of the I. C. R. R., according to an order to be placed by that company within a few days. The order will represent an outlay of \$3,000,000, one of the largest single orders ever placed and will insure the company rolling stock for the heavy grain traffic expected.

THE STEAMER Rhaetia made an unusual clearance from Boston on May 1, leaving for Portland, Me., to load 120,000 bus. wheat and later returning to Boston to take on 24,000 bus. wheat before sailing for Hamburg, the destination of the entire cargo. All grain freight shipments from Boston are now going forward on old contracts.

NATURAL SHRINKAGE is dead. As reported in this column Apr. 25 the individual roads had decided to end this steal, in tariffs to be issued. Now the Western Trunk Line Ass'n, embracing all western lines, has issued a tariff Apr. 29, effective May 14, as Supplement No. 25 to Circular No. 1-J canceling the whole natural shrinkage rule known as Rule 2810-B. Shippers will shed no tears.

MINIMUM WEIGHTS applying on shipments of oats and barley from Minneapolis and Duluth-Superior to Atlantic seaboard territory have been advanced from 40,000 pounds to: Oats 48,000; barley 56,000; oats and barley mixed, but not exceeding 25% barley, 48,000; oats and barley mixed, exceeding 25% barley, 56,000; to accord with the Official Classification basis, as announced by E. B. Boyd, mgr. Tr. Dept., Chicago Bd. of Trade.

SIOUX CITY shippers will end their long fight for rates equal to those given Omaha, Council Bluffs and other middle west grain centers on May 15 when the arguments will be heard before the Interstate Commerce Commission at Washington. Geo. T. Bell, commissioner for the Commercial Club, and J. H. Atwood, the traffic buro's representative, are



Farmers 50,000-bu. Elevator at Plainville, Kans.

now preparing briefs for the hearing. Overtures made by the railroads recently foretell victory.

CARLOAD FREIGHT will be reweighed whenever a discrepancy of more than 1 percent of the load with a minimum of 500 lbs. occurs and an adjustment made according to an agreement between shippers and carriers which will be presented to the Interstate Commerce Commission for ratification. However, shippers declare that this weight tolerance would preclude changes in difference amounting to from \$7.50 to \$15 per car, especially where rates run from \$1.50 to \$3.00 per 100 lbs.

NEARLY 2,000,000 BUS. GRAIN were shipped from the Duluth-Superior harbor April 25 to Chicago and Buffalo. Eight vessels cleared within a few hours, making the heaviest rush since the opening of navigation. Among those to leave were Vulcan with 110,000 bus. flax; the J. K. Dimmick with 246,000 bus. wheat; the G. J. Grammer with 300,000 bus. wheat; the M. A. Hanna with 175,000 bus. durum and 65,000 bus. winter wheat; the W. H. Gratwick with 240,000 bus. wheat; and the J. Q. Riddle with 350,000 bus. wheat. Estimates on May 2 placed the amount of grain in bottoms at Duluth at 3,800,000 bus.

ROUTING via C. I. & S. R. R., C. C. & St. L. Ry., M. & O. R. R., and connections on shipments destined to Greenville, Gulfport and Vicksburg, Miss.; Mobile, Ala., and New Orleans, La., has been established by the C. R. I. & P. Ry. applying via Chicago with transit privileges, in addition to the routes via the C. & E. I., C. I. & L. and P. C., C. & St. L., which have been in effect on shipments to Memphis, New Orleans and Mobile. Elevation allowance of $\frac{1}{4}$ c per bushel and absorption of switching charges will also apply on shipments via the C. I. & S., as announced by E. B. Boyd, mgr. Trans. Dept., Chicago Bd. of Trade.

COUNTRY GRAIN DEALERS are contemplating bringing a formal complaint before the State Railroad Commission of North Dakota in the hope of securing a favorable decision on the law passed by the last legislature compelling the railroads of the state to properly cooper cars spotted at elevators and mills for transportation of grain and seed and providing that the shipper may cooper them himself and recover the expense should the roads fail to do so. The roads contend that this law can apply only on shipments within the state and it is expected they will take the case to a United States court should the commission decide against them.

HEARINGS on the 5 per cent rate advance were closed May 1 by the Interstate Commerce Commission at Washington. Louis D. Brandeis, special counsel for the Commission in the rate advance case, stated that the net revenue of the railroads in official classification territory is smaller than is consistent with their welfare; but declared that the raising of the revenue by increasing the freight rate is unsound, arguing that a solution of the problem lies in conservation of effort and resources. Clifford Thorne, chairman of the Iowa Railroad Commission, on May 6, submitted a supplementary brief opposing the statements of Mr. Brandeis, declaring that when the latter "made a blanket concession that the revenues of the carriers, as a whole, are inadequate, then we take square issue with him, and demand the facts and reasons for his conclusions."

REBILLING of intrastate shipments without reloading was upheld in the U. S. Supreme Court on April 13 against the C. M. & St. P. Ry. The road had endeavored to compel large shippers of Illinois coal to Davenport, Ia., to reload the cars in St. Paul equipment for reshipment to other points in Iowa. Justice Hughes held: The fact that the commodities received on interstate shipments are reshipped by the consignees in the cars in which they are received to other points of destination does not necessarily establish continuity of movement or prevent the reshipment to a point within the state from having an independent and intrastate character. It cannot be said that the plaintiff in error (the St. Paul) had a constitutional right to burden trade by insisting that the commodities should be unloaded and reloaded in its own equipment.

THE PROPOSED INCREASE of 2½ cents per 100 lbs. on wheat and grain product rates by the C. R. I. & P. R. R. and the St. L. and S. F. R. R. from points in Oklahoma west of Oklahoma City to Memphis, Tenn., was ordered canceled recently by the Interstate Commerce Commission, and the old rate of 20 cents per 100 lbs. ordered in force for two years from May 28, 1914. In making the proposed increases, the railroads contended that the rate was discriminatory against St. Louis, whose rate from the same points is 24½ cents per 100 lbs., while the shippers showed that the rate was not an error or misunderstanding but was granted by the railroads after a conference with shippers in 1908 and that Memphis was the natural gateway for Oklahoma products regardless of the St. Louis rate. The commission in its investigation found that the advances were not justified because the present rate is not unreasonably low.

MISSOURI RIVER NAVIGATION promises to be an increasing factor in transportation. A lot of 3,000 barrels of flour is now on the way from Kansas City, Mo., to Alexandria, Egypt, leaving Kansas City by barge to St. Louis, then by rail to Chicago, and then by boat and rail to New York. Other shipments will follow the same route on a sale of 25,000 barrels of flour made by the Ismert-Hincke Milling Co.



A New Grain Conditioner.

The grain trade is beginning to wonder how it is going to profit by the facilities of the new Girard Point Elevator if the proposed increase in elevation charges goes thru. The rate is at present $\frac{3}{4}$ c per bushel and grain men had figured that with the low rate of insurance which will be allowed on grain in this new fire-proof structure they would have quite an advantage over other ports, but the P. R. R. officials have ruled otherwise and propose an elevation charge of 9/10c per bushel which would include, instead of ten days storage, twenty days free storage and insurance which is only $\frac{1}{4}$ of 1 per cent, compared with 21 per cent on the old elevator. The grain trade is greatly opposed to this increase, but the officials are firm in their assertions that they are endeavoring to place all ports on a parity and that by this increase they will be able to suspend the half cent charge at New York for direct loading from railroad elevator to ships. Grain men say the obvious purpose of the Penna. R. R. is to obtain an extra .15c per bu. which will cost the company almost nothing, and if the 9/10c tariffs are filed it is more than likely that the Commercial Exchange of Philadelphia will make a formal protest to the Interstate Commerce Commission.

THE COLD, hard fact is beginning to force itself on the buyer in need of cash corn for present use as well as the pit short and it is evident that they will both be obliged to enter our domestic market and pay the prices ruling there. Europe will need some Argentine corn for her own needs and the fact that the world's visible supply of corn is only 22,724,000 bus. of which over one-half or 12,000,000 bus. is in Chicago stocks, shows the strength of the long holders position. Farmers are not selling and will not for weeks to come. With cash demand of an unusual character impending and the tremendous shortage in the middle west, holders have every reason to expect an acute cash demand in the next few weeks. The basic situation in May corn is very strong ignoring the large outstanding short interest, and Argentine cannot materially affect it. We expect to see this cash demand bring about higher prices for futures regardless of what action the short interest may pursue. We therefore believe forced declines should be met with buying orders.—Finley Barrell & Co.

A New Conditioner.

The Hess Warming & Ventilating Co. announces a new device for conditioning, cooling and airing grain, which can be installed at any elevator without adding to the machinery equipment of the plant. It consists of a vertical conditioner or chute attached to the outside of the elevator, through which grain is passed, and which, by action of the wind alone, brings about an improvement of the grain, cooling and sweetening it, removing the surface moisture, polishing and removing dust and chaff. It operates entirely by gravity, without the use of fan or coils. It is not a drier, but intended rather to protect grain from deterioration and to improve its condition. It is also recommended for cooling and airing oats when they come from the bleacher.

The low cost of this device and its applicability to any class or size of elevator, lead the makers to believe that they have hit upon one of the most desirable appliances possible for the care and improvement of stored grain.

Seeds

OHIOWA, NEB., May 7.—Alfalfa perfect.—S. J. Spelde, agt. Lincoln Grain Co.

GUIDE ROCK, NEB., May 3.—Alfalfa fine; making a wonderful growth.—McCallum & Crary.

JEFFERSON, S. D., Apr. 28.—Large acreage alfalfa sown.—R. D. Anthier, agt. J. J. Mullaney.

ATCHISON, KAN.—The Mangelsdorf Bros. Seed Co. has let contract for a reinforced concrete seed house, to cost \$60,000.

AVERAGE DATE of clover seeding was Mar. 26 and the acreage sown compared with 1913 is 99%.—A. P. Sandles, Com's'ner-in-charge, Agricultural Com's'n of Ohio, Columbus, Ohio.

LAMONI, IA., May 6.—Meadows looking fair but not enuf moisture for grass; about 40% meadows plowed up and only 15% sowed back which will make a short crop of seed and hay.—Iowa-Missouri Grain Co.

TWO CARLOADS of kafir corn from Africa were recently cleared at the Kansas City customs house and shipped into interior Kansas for seeding purposes. Kafir corn from India also has met a strong demand in this territory.

SELECTION OF RICE seed is best made by passing the seed before the rays of a lamp according to C. Crevost in the Bul. Econ. Indochine. Mr. Crevost's experiments show that an average of 22.3 per cent of the inferior kernels can be detected.

MILWAUKEE, WIS., May 1.—Alfalfa, red clover, timothy, alsike, and white clover in Wisconsin have come thru the winter in very fine shape and the present growth is very luxuriant. If conditions continue as they appear now, Wisconsin will have another bumper crop.—Rosenberg & Lieberman.

THE FRISCO quotes new seed rates from Springfield, Laneston, Galloway, Manning and Gates, Mo., to St. Louis, Carondelet, Mo., and East St. Louis, Ill., as follows: Flaxseed and millet seed 15½c, hemp seed 18½c; to Chicago, Ill., and same rate points, flaxseed and millet seed 20½c, hemp seed 23½c, effective May 26.

MERCER, MO., May 5.—Meadows and grass are about 2 weeks late and have not shown much growth up to the past 10 days; making good growth now; pasture in good condition; prospects for normal crop timothy seed good, altho there is considerable complaint from the farmers of damage to meadows during drouth last summer.—A. A. Alley, Alley Grain Co.

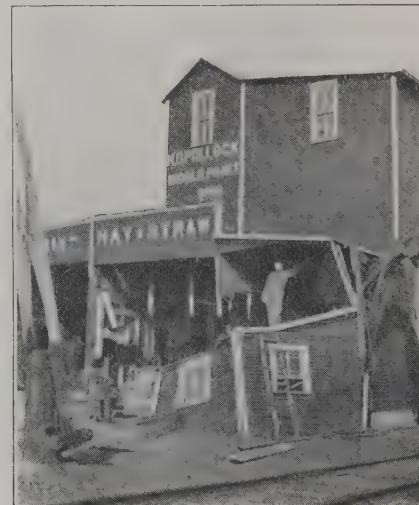
CLOVER CONDITION May 2, seems uncertain, many correspondents report new crop coming nicely; others not so optimistic; unseasonable weather after seeding caused loss of some of the new clover; general condition 82%; much of old crop killed by drouth of 1913. Timothy condition 89%; alfalfa 92%.—Jewell Mayes, secy State Board of Agriculture, Columbia, Mo.

CHARLES LIEBERMAN of the firm of Rosenberg & Lieberman, Milwaukee, Wis., established 1860, and one of the oldest agricultural seed houses in the United States, died Jan. 17th, 1914. The surviving partners will on July first continue in the seed business under the name of The Milwaukee Seed Co. They have

rented in addition to the present premises of the business, the four story building adjoining and contemplate putting in new cleaning machines, etc., which will give it a well equipped seed house.

London, Eng., Apr. 27.—With the magnificent weather experienced, the spring seed sowing demand is now at its height. English Reds move freely at the tempting prices ruling. Finest and fine qualities scarce. English whites firm, stocks rapidly becoming exhausted. Alsikes firm to rising for "spot" lots of English, Canadian and Continental seed, prices reasonable. Trefoil unchanged, prices cheap. Samples fair. Province Lucerne rising, stocks already light. Timothy firm, prices reasonable. In grasses: French-Italian, Irish-Italian and Perennials all rising, prices still tempting. Cocksfoot dearer, in Danish and New Zealand seed; stocks rapidly becoming exhausted.—John Picard & Co.

INSPECTION WORK so far done this season indicates that on the whole the clover and timothy seed being offered on the Canadian market is of high average quality, and that the law in respect to its sale is being well observed. The supply of Ontario grown clover seed is much more abundant than last season and is of higher quality. Dealers are therefore experiencing less difficulty in procuring seed that will meet the requirements of the Act, and a much larger proportion of the No. 1 and No. 2 seed on the market is home grown. With few exceptions the dealers have their seed tested and properly marked with the grade before offering for sale. Occasionally this is neglected by retail dealers, who procure seed direct from growers or from United States wholesale firms, who do not mark it according to the requirements of the Canadian law. Retail dealers should understand that the brand names under which United States seed is usually sold are not sufficient for the Canadian trade, and that they are held responsible for having the grade number marked according to the Seed Control Act standards. During the month of February 1,759 samples were received at the Ottawa Seed Laboratory for testing—an increase of 65 over the same period of 1913. Of the samples received 179 were tested for germination. The Calgary laboratory received 1,092 samples, of which 884 were sent by farmers and 208 by seed merchants. Of the samples 962 were tested for germination and 226 for purity, some being tested for both.—Geo. H. Clark, Seed Commissioner, Ottawa, Ont.



Elevator Wrecked by Freight Car.

Toledo's April Seed Movement.

Receipts and shipments of seed at Toledo during April were, in bags, as follows:

	Receipts	Shipments
	1914.	1913.
Clover	5,420	2,698
Alsike	319	293
Timothy	1,911	887
	1914.	1913.

Chicago Seed Movement.

During week ended April 9 Chicago received and shipped the following amounts of seed, stated in pounds, compared with the corresponding week of last year:

	Receipts	Shipments
	1914.	1913.
Timothy	276,000	370,000
Clover	7,000	12,000
Other grasses..	470,000	83,000
Flax (bus.)....	2,000	157,000
	1914.	1913.

Flaxseed Movement in April.

Receipts and shipments of flaxseed at the various markets during April, as compared with April, 1913, were, in bushels, as follows:

	Receipts	Shipments
	1914.	1913.
Minneapolis	269,740	372,360
Duluth	376,876	1,171,779
Milwaukee ..	55,660	68,490
Chicago	10,000	71,000
	1914.	1913.

Toledo Seed Movement.

During the week ended May 9, Toledo received and shipped the following quantities of seeds, stated in bags:

	Receipts	Clover.	Alsike.	Timothy.
	Week ending May 9	282	60	380
Week May 10, 1913	166	48	23	
This season to date	75,818	8,685	35,523	
Last season to date	51,194	5,098	50,166	
	Shipments			
Week ending May 9	869	15	1,325	
Week May 10, 1913	413	15	129	
This season to date	77,671	.....	36,635	
Last season to date	62,443	.....	43,151	

IF I studied my bible as much as I do the Grain Dealers Journal, I would be a pretty good man. I need the Journal in my business every day.—Roe Pugh, Bradford, O.

SHORTAGES in the outturns of parcels of American grain discharged at Liverpool and Manchester sometimes exceed 2 and 3 percent and result in heavy losses to the shippers, according to complaints received. The Assn directors are now endeavoring to find out the causes of this unsatisfactory result.

Elevator Wrecked by Freight Car.

One of the great advantages of building your elevator on your own ground is joyfully apparent the next morning after your house has been wrecked by a derailed train or burned by sparks emitted by a passing locomotive, because the claim agent comes without solicitation and is prepared to settle.

Illustrated herewith is the ruins of H. G. Pollock's elevator at Middlepoint, O. A switching crew of the Penna. Railroad recently pushed a freight car off the end of a switch and 65 feet into the engine house of the elevator.

The engine house and part of the elevator were completely wrecked. The debris caught fire from a stove in the engine house, but the railroad men pulled the car out and extinguished the fire with a small chemical fire extinguisher.

The Railroad Co. promptly requested Mr. Pollock to rebuild his plant at its expense and he is now doing so. Two years ago last October the Wabash Railroad wrecked a large elevator at Delphi, Ind., with a derailed train, and altho suits have been brot, no damages have been paid.

N. S. Beale.

At the recent meeting of grain dealers in Cedar Rapids, Iowa, new men were elected to the directory of the Western Grain Dealers' Ass'n. Among others selected was N. S. Beale, of Tama, Ia., to serve the Ass'n in the capacity of director.

Mr. Beale settled in Iowa some 35 years ago and has been engaged in the grain business continuously since then. As one of the charter members of the Grain Dealers' National Ass'n he waged a fight against shortages in shipments to central markets and was made chairman of the Better Weights Com'ite of the organization in its early days.



N. S. Beale, Tama, Ia.

The agitation started during his term in office has worked many reforms in the handling of bulk grain shipments in every part of the country. To Mr. Beale's careful investigations and persistent demands is due many of the improvements made in the handling of bulk grain. The Iowa Ass'n is particularly fortunate in inducing him to become actively identified with its work.

Reparation Allowed.

The following orders for reparation have been recently approved by the Interstate Commerce Commission:

To Hungarian Mill & Elevator Co. of Denver, Colo., \$58.83 account of an unreasonable rate applied on 3 cars of corn from Minco, Okla., to Denver, Colo., from C. R. I. & P. R. R.

To J. B. McGugan, \$317.44 account of an unreasonable rate on 3 cars of oats from Kronau, Sask., Can., to Minneapolis, Minn., from Canadian Pac. R. R.

To Daniel, Binns & Laurent, of Nashville, Tenn., \$59.31 account of an unreasonable rate on 7 cars of corn from Harmony, Ind., to Nashville, Tenn., in 1911, from Ill. Cent. R. R.

Grain Dealers Before Agricultural Committee Oppose Federal Inspection

Washington, D. C., May 6.—So carefully had the members of the Legislative Committee of the Grain Dealers' National Ass'n gone about the work of preparing its amendments to the Lever Grain Grades Bill that last week's hearing before the Committee on Agriculture of the House of Representatives developed little difference between the Congressmen and the members of the Association. The Legislative Committee met April 24th and 25th at the Willard Hotel and drafted several important amendments to the Lever Bill. These were presented to the Committee on Agriculture at the hearings which continued all last week.

The chief point raised by the Com'ite was that Federal supervision is much more desirable than Federal inspection. At first members of the House Committee seemed disposed to insist upon inspection, but before the arguments of the grain men this insistence gave way, and from present indications all the requests made by the Legislative Committee will be adopted. There was no antagonism shown by any member of the House Committee, and the hearings have gone far to bring about a better understanding between Congressmen and representatives of the exchanges.

The members of the Committee were anxious to have this one point settled: How can the farmer secure Federal inspection of his grain if it is consumed in the state in which it is raised? The grain men proved conclusively that such guarantee could never be secured by Federal inspection. This pertinent question becomes more important when it is realized that more than 70 per cent of all the grain produced is consumed in the state of its nativity.

The hearing developed the fact that all the benefits of Federal inspection would be gained by the Federal Supervision provided for in the Lever bill, with the amendments suggested by the grain dealers, since under the proposed act the same inspector who would inspect grain for interstate commerce would inspect that which was for interstate commerce, and, by inference, the intrastate shipments would be as thoroly supervised as those intended for a market outside of the state.

This same supervision would meet the demand of the consumer that the grain be inspected by a Federal inspector. As the Federal government cannot inspect grain except that intended for interstate commerce, the committee saw before the hearings progressed very far that supervision is to be preferred to inspection. Under the former intrastate traffic would not be touched on; under the latter the intrastate shipments would be under the tacit approval of the government.

THE FIRST CHANGE of importance proposed by the Legislative Committee was the substitution of the following new Section 8:

After grain has been inspected by a licensed inspector and such grain has been sold, offered for sale, transported, or delivered for transportation in interstate or foreign commerce, and a certificate of inspection issued therefore, said certificate shall be accepted by the courts of the United States in all suits between interested parties, or their privies, as prima facie evidence of the true grade of the grain in question: Except that, provided, whenever a dispute arises, before the grain has left the jurisdiction of the department

at the place where inspected, as to whether such grain, for which standards have been fixed and established under this act, is in fact the specified grade of such standards.

Any interested party may appeal the question to a committee composed of the Chief Inspector of the market where the inspection was made and a Government Supervisor, which two, not agreeing, shall select a third, competent, impartial umpire, who shall qualify according to such rules as the Secretary of Agriculture may prescribe, which committee is authorized to cause such investigation to be made and such test to be applied as it may deem necessary, and to determine, by a majority vote, the grade, and said Appeal Committee shall issue a certificate of inspection according to its findings, and in such an event, this certificate shall supersede the inspector's certificate, and this grade shall be final as between such parties and their privies.

In such cases the party, or parties, appealing the question shall pay to the Secretary of Agriculture, and the Secretary shall charge, and cause to be collected, fees, in amounts to be fixed by him to cover the costs of such investigations, tests, and gradings. All such fees shall be deposited and covered into the Treasury as miscellaneous receipts.

IN ORDER TO SAFEGUARD the inspection service the Legislative Committee proposed the following addition to Section 9 of the bill:

The Secretary may issue a license and commission to any person employed by any state, county, city, town, board of trade, chamber of commerce, corporation, society, or association to inspect or grade grain.

And then followed the language of the Lever Bill. They urged this to shut out the possibility of incompetent or unscrupulous persons getting inspectors' licenses. There was some difference of opinion as to the wording, but the members of the House Committee agreed that non-responsible persons should not be licensed.

MEMBERS of the Committee on Agriculture questioned the witnesses closely on the alleged gambling on the grain exchanges. They seemed highly pleased with the good showing made by the witnesses, all of whom insisted that gambling would not be countenanced on an exchange. The Congressmen went into details as to how gambling was to be prevented and the grain men quite satisfied the committee that the exchange rules were potent to stop this practice.

Among those appearing before the Com'ite were A. Magnuson, Minneapolis, Minn.; W. J. McCabe, Duluth; C. F. Macdonald, Duluth; F. O. Paddock, Toledo; E. J. Furlong, Milwaukee; H. H. Bingham, Louisville; Charles B. Riley, Indianapolis; Frank Funk, representative of the Illinois Public Utilities Commission; John L. Messmore, St. Louis; Charles B. Pierce, Chicago; A. E. Reynolds, Crawfordsville, Ind.; George Wells, Des Moines, Ia.; W. T. Cornelison, Peoria, Ill.; C. D. Sturtevant, Omaha, Neb.; George E. Eddy, Boston, Mass.; Henry L. Goemann of Toledo, O.; D. F. Piazek, Kansas City, Mo.; W. R. McQuillan, Cincinnati, O.; and Nesbit Grammer, Buffalo, N. Y.

Dr. J. W. T. Duvel, Dr. C. J. Brand and Dr. Alsberg represented the Department of Agriculture.

Congressman Frank Lever of So. Carolina, author of the Bill, presided over the sessions of the Committee.

Chas. B. Riley, representing the Indianapolis Board of Trade, on Wednesday addressed the Com'ite as follows:

The GRAIN DEALERS JOURNAL.

Secretary Riley Shows Impracticality of Federal Inspection.

The Indianapolis market is what is known to the trade as a primary market. It handles about thirty-two million bushels of grain annually. This grain is grown in Indiana and Illinois. About ten million bushels are consumed by local mills and manufacturers of food products, the balance finds its way into other markets outside of the State and to interior consumers and distributors. All grain coming into the market is inspected by the instrumentalities provided for by the Board of Trade, as provided for by Statute.

Private Brands: All grain moving out of Indianapolis, goes on the certificates of the Inspection Department, the same as it comes in, no grain is offered for sale by private brands and none goes out on private inspection. We believe the function of markets that provide inspection, is to provide uniform standards and apply them to every transaction, both in and out, and no private brands should be encouraged or permitted, if the specifications for such brands include numerals or other descriptive features that will in any manner mislead purchasers. We believe it should be the purpose of markets to afford buyers or consumers of grain every facility necessary or desirable to enable them to know that the proposed private brands are such, and that, when compared with the public standards their true relation may be definitely known. We cannot endorse the theory of uniform grades and inspection as beneficial to the trade, and at the same time endorse private brands promulgated in public markets where public inspection is available.

The grain buyers and millers of Indianapolis send out card bids daily to the trade, tributary to that market. These bids are sent out by each house without knowledge as to what others bid. In fact, that feature of the Indianapolis market is strictly upon a competitive basis. The bids are carefully guarded and mailed without any other bidder knowing anything about what they contain. Many times the bids vary as much as 1½¢ per bu. for certain grades of grain, wholly because such bidders buy to fill orders or to sell any place that is within the range of their operations.

Throughout the State, at smaller towns, track buyers and manufacturers bid for grain, and their practice is the same as in Indianapolis.

Much grain is consigned to Indianapolis for sale by commission men upon its arrival, and they offer it, not only to local buyers, but to others throughout the country, within the range of their operations; no rules or practices require preference to be given local buyers, and no time limits for offering outside are in force, so all in all, Indianapolis is a market of some importance and desires to fully comply with the provisions of the proposed act, not only with the letter of the act but with the spirit as well.

The Indianapolis Board of Trade has already approved the proposed standards of corn, to become effective July 1st, and has approved in general terms the pending bill (Lever Bill) for making effective the standards already promulgated and those that may hereafter be presented by the Government. In the approval of this measure it was contemplated that some amendments would doubtless be made including the New Section 8 submitted by the Legislative Committee of the National Ass'n and some to be submitted by this organization to be referred to later.

The Board of Trade has considered the question of Federal Inspection along with the consideration of this proposed measure for Federal Supervision and we submit some reasons for reaching the conclusion that the Supervision Theory is the one that gives promise of the greater amount of benefit that will follow legislation on the general subject.

Under the proposed measure, when supplemented by proper rules and regulations so as to make it entirely workable as a supervisory measure, we anticipate that uniformity of standards and the application of same in all the markets of the country, and that has been long desired, not only for grain that enters Interstate Commerce, but grain that remains in the Intrastate Commerce as well, so that those who may be interested in the production, distribution and consumption of grain may conduct their negotiations upon a basis of stability that will justify the undertaking by the purveyors of food products upon a basis of narrower margins than when the lack of uniformity obtained in the past. The producers and consumers will be the principal beneficiaries of these improved conditions. As competition in the business of distribution will keep that cost at the

minimum, therefore we venture to suggest that the producer may be the one who will receive the greatest profit from a correct system of inspection; the consumer can now enter the markets of the world and thus advance his interest by purchasing supplies where the same can be purchased to best advantage.

The supervision method, as stated means to give us regular and stable practices and grades, for both State and Interstate grain since the act of inspection would be performed by the same parties under the same schedules and same general conditions, while under a federal inspection system we would be unable to have the same universal supervision and practices for states that have inspection departments either by the state or boards of trade authorized by the states, would doubtless not yield their right to continue inspection, especially since the Federal Government would have no authority to compel the acceptance of its service, to be applied to intrastate business.

If perchance the states would be willing to yield their jurisdiction in the premises the same could not be fully exercised by the Federal Government, as no jurisdiction or authority could be thus conveyed that would permit the Federal Government to assume the obligations for and on account of the State, sought to be imposed by legislation of such states. The Federal Government could not go into the courts and procure orders requiring obedience to rules, regulations, etc., designed to make effective the provisions of the Federal law when the same is sought to be applied to intrastate transactions.

Neither could the Federal Government go into the State or other Courts and compel compliance with the rules, regulations, etc., required by the laws of such states; thus we find insurmountable difficulties confronting us should we seek to make effective Federal Inspection, while if we seek to make effective Federal Supervision we would find state boards of trade and other inspection instrumentalities authorized by states, ready to enforce the laws of the states as to intrastate business and ready to permit their employees and representatives to accept the commission of the Federal Government to perform interstate service, thus getting dual service by the single agency. That being the system now in vogue, we are perfectly justified in concluding that there would not only be no objection to such dual service by the single agency but we think it would be welcomed by all the departments now or hereafter created for the inspection of grain.

In practice we find that when a car of grain, from a producer or other shipper, enters a market from a point within the state, it must be inspected by some authority as a condition precedent to its sale or disposition; without it is sold by sample, if inspected by the only authority competent under the law to enforce its rules, it would have to be inspected by some agency amenable to and within the authority of the state, then when its grade is determined it is sold, if to enter into interstate commerce it can not move under this bill without it has a certificate, authorized by the Federal Government and if the instrumentality, that inspected it while in intrastate commerce has no authority or commission from the Federal Government to inspect and certify, an additional inspection will be necessary, thus compelling dual inspection with all the delay, expense and confusion that may come from such practice.

Public Elevators, for the storage of grain are under the jurisdiction of states and in many states cannot accept grain for storage, except upon State Inspection Certificates, irrespective of the question of the grain moving in state or interstate commerce. If Federal Standardization of grain is accomplished and authority given to inspectors employed by States, Boards of Trade and other proper departments that have been authorized and are performing such service pursuant to state laws, we then get complete co-operation and certificates thus issued will be good in either state or interstate transactions, for as to state transactions the authority conferred by state laws would be represented in the certificates of the party authorized to issue who would also be the same party commissioned by the Federal authority to issue certificates on behalf of the Federal Government, so the single certificate would serve for either class of commerce thus permitting the utmost freedom of movement of grain, greatly desired.

THE FIRST SERIOUS OBJECTION to the bill developed Friday when J. W. Shorthill of Hampton, Neb., argued for Federal inspection, as opposed

to Federal supervision. He occupied the witness stand all day, and was subjected to a strenuous examination by Congressman Ralph W. Moss of Indiana, who tried to show that all the benefits sought by the proponents of Federal inspection were to be had in the bill under consideration.

Mr. Shorthill said he represented the grain growers of Illinois, Iowa, Minnesota, North Dakota, South Dakota, Nebraska and Kansas, and he argued for inspection by agents of the Department of Agriculture aside from any state or local inspection. In response to a question by Congressman Willis C. Hawley of Oregon, Mr. Shorthill indicated that he thought the grain samples, as well as inspectors, should be compelled to hold Federal licenses, "at least," he said, "where they are taking from cars grain the grade of which has been made the subject of appeal for re-testing."

He said the farmers want Federal inspection of their grain, whereas the Lever bill only provides an effective method of appeal for one of the two contracting parties who may object to a grading made by a state or local inspector. As he was the first witness to take issue with the principles of the bill which has been endorsed by the National Association, Mr. Shorthill was kept busy answering the questions put to him by the various members of the committee.

Mr. Moss asked him if he thought Federal supervision was a step in the right direction, and he said, "Yes, altho it will not bring about the benefits we would obtain under strict Federal inspection."

He said the Secretary of Agriculture should have the widest possible latitude in selecting grain inspectors, but they should be licensed after a civil service examination and protected in their positions by civil service rules. He objected to the proposed amendment suggested by the Legislative Committee of the Grain Dealers' Ass'n to confine those to whom licenses may be issued to persons already authorized to inspect grain by states, counties, cities, towns, boards of trade or other associations.

Congressman H. T. Helgesen of North Dakota asked the witness if there was not great danger that under the proposed bill local influences would prevail in the selection of inspectors and Mr. Shorthill said that was his impression.

Mr. Moss labored with him to prove that under the bill local influences would be almost impossible, but Mr. Shorthill did not recede from his position. He also suggested that the Secretary of Agriculture might grant licenses which would be virtual "roving commissions" under the act, and proposed that the bill set forth clearly where these inspectors on grain be located.

Mr. Hawley asked where he thought they should be located, and he replied: "Where the business would be large enough to pay their salaries."

"Is it not a fact that in some of the states where there is state inspection the inspectors have been selected as political appointees? And do you not want to avoid this in the present bill?" asked Mr. Helgesen.

"Yes," said Mr. Shorthill, "that is one of our hopes from Federal inspection." Pressed by Mr. Moss to state what state he had in mind, he said:

"In Kansas there are letters on file which begin about like this: 'Mr. Jones desires appointment as an inspector of grain. He has been a firm Republican,

voted the straight ticket and has been of great service to the party in this community.' Now these letters are on file and are being held by the present state administration as a club over the head of the administration which was in power when the letters were written."

His answer brot a hearty laugh from the members of the committee. It was the one gleam of humor in the otherwise serious proceedings.

SENATOR McCUMBER of North Dakota in the Senate on Saturday, May 2, urged quick action on the grain grading bill. Smarting under the defeat of his grain inspection bill of the day before, the Senator notified his colleagues that he intended to educate the Senators as a kindergarten if necessary on the need for the legislation and would offer a bill as an amendment to the pending agricultural appropriation bill.

"I intend to raise the point of a quorum every three minutes if necessary to get a hearing on the bill," said Senator McCumber. "Today is a holiday, where boards of trade exist, and the blood of the grain inspection bill is a pleasing morsel on the lips of the Senate, all the Senators did not know what they were voting on yesterday."

"As we debated the bill the Senate Chamber was disturbed only by cigar smoke from the lobbies, by a snore here and there and the click of a ball from the golf course. That won't happen again. I intend to keep a quorum here while the agricultural appropriation bill is being considered."

As the agricultural bill was taken up, Senators started for lunch, only to be called back by a McCumber roll call.

Senator McCumber referred to the grain inspection bill when an item came up increasing the salary of the Assistant

Secretary of Agriculture, Dr. Galloway, from \$5,000 to \$6,000.

"Senators who yesterday voted down a bill, the Assistant Secretary had prepared, that met the approval of the boards of trade, now want to vote him an additional \$1,000 salary," argued Senator McCumber. "Why didn't they approve of his great efficiency yesterday?"

Senator Lane remarked that the record of the Department of Agriculture was not one to be proud of and suggested that if Dr. Galloway was responsible for its work his salary should not be increased.

Senator McCumber characterized the Galloway bill as one with "wolf's internals and sheep's back," and then quickly turned upon Senator Hoke Smith when he arose to defend Dr. Galloway.

"Oh, the Senator from Georgia got his cotton grading bill through and then sat back and said, 'Thank God for the cotton bill; now let those Yankees up in North Dakota shift for themselves,'" declared Senator McCumber.

Senator Smoot sought to console Senator McCumber by urging that Senators thought more of the McCumber bill than the Galloway measure, more of them voting for the former than the latter.

"No, the trouble is, Senators didn't think at all; they just voted like sheep," declared Senator McCumber, pounding his desk.

Elevator for the Distributing Trade.

At many of the larger interior towns in New York and New England the volume of business done in the way of buying western grain and feed and wholesaling or distributing it to local retailers is so considerable that the investment in

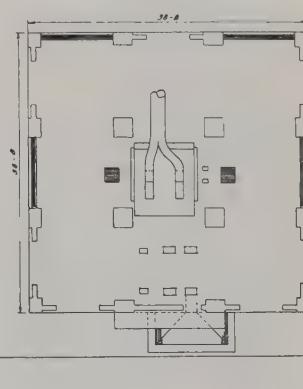
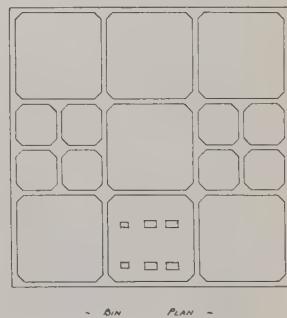
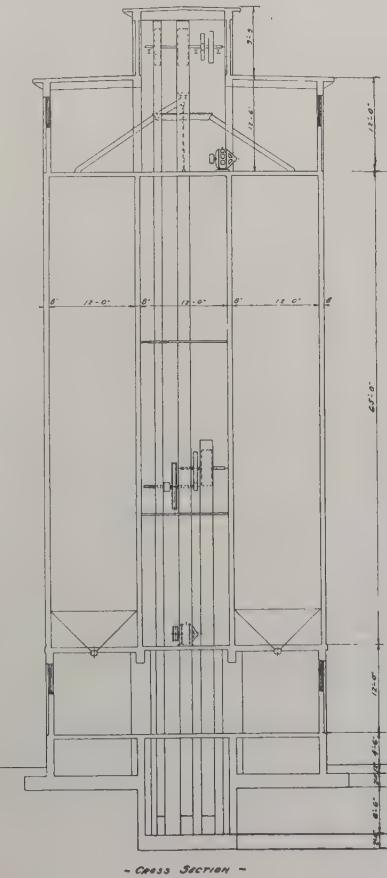
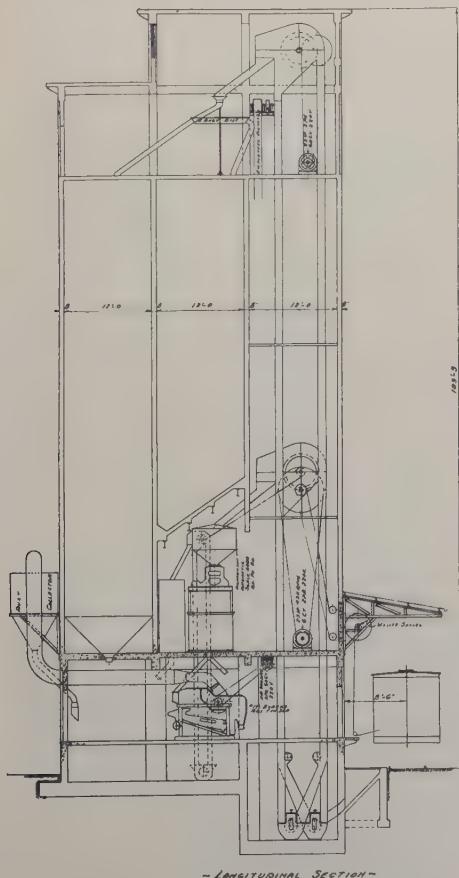
machinery and storage for economical handling is fully warranted.

At St. Albans, Vt., in the northern part of the state at a junction of two lines of the Vermont Central Railroad, the St. Albans Grain Co. has built up a good trade, the growth of which made necessary the construction of the up-to-date reinforced concrete elevator shown in the engravings representing longitudinal section, cross section, bin plan and fotograf of the completed house.

Grain is received thru the receiving sink, which is hopped to the elevator boots, the short stand of elevators discharging into a Richardson Automatic Scale of 4,000 bus. capacity per hour, the other stand extending to cupola and discharging into bins thru a 15-duct distributor. A small stand of elevators also extends from basement to cupola, and a fourth stand elevates from the Eureka Double Fan Separator to the scale or shipping bin.

The bins have a capacity of 54,000 bus., five bins having 6,785 bus., one 4,715 bus. and eight 1,920 bus. capacity each. An employees' elevator gives easy access to the cupola. Unloading of cars is facilitated by a Weller Power Shovel and wire rope car puller.

General Electric Motors drive each machine individually, using alternating current of 2 phase and 60 cycles at 220 volts. The cupola motor is 25 h.p., cleaner motor 10 h.p., short stand elevator motor 25 h.p. The belting was furnished by W. H. Salisbury & Co., and the steel elevator leg casing made by Weller, have V-shaped cups, 5x14, on all three legs. Rope transmission is used thruout. All shafting and power transmission machinery was furnished by the Weller Mfg. Co. The plant was designed and erected by the Macdonald Engineering Co.



Cross and Longitudinal Sections, Bin and First Floor Plans of St. Albans Grain Co.'s New Elevator at St. Albans, Vt.



Steel Elevator and Concrete Annex of Grand Trunk Ry. at Windmill Point, Montreal. [See pages 741 and 742.]

New Concrete Annex of Grand Trunk Railway Elevator at Windmill Point, Montreal, Que.

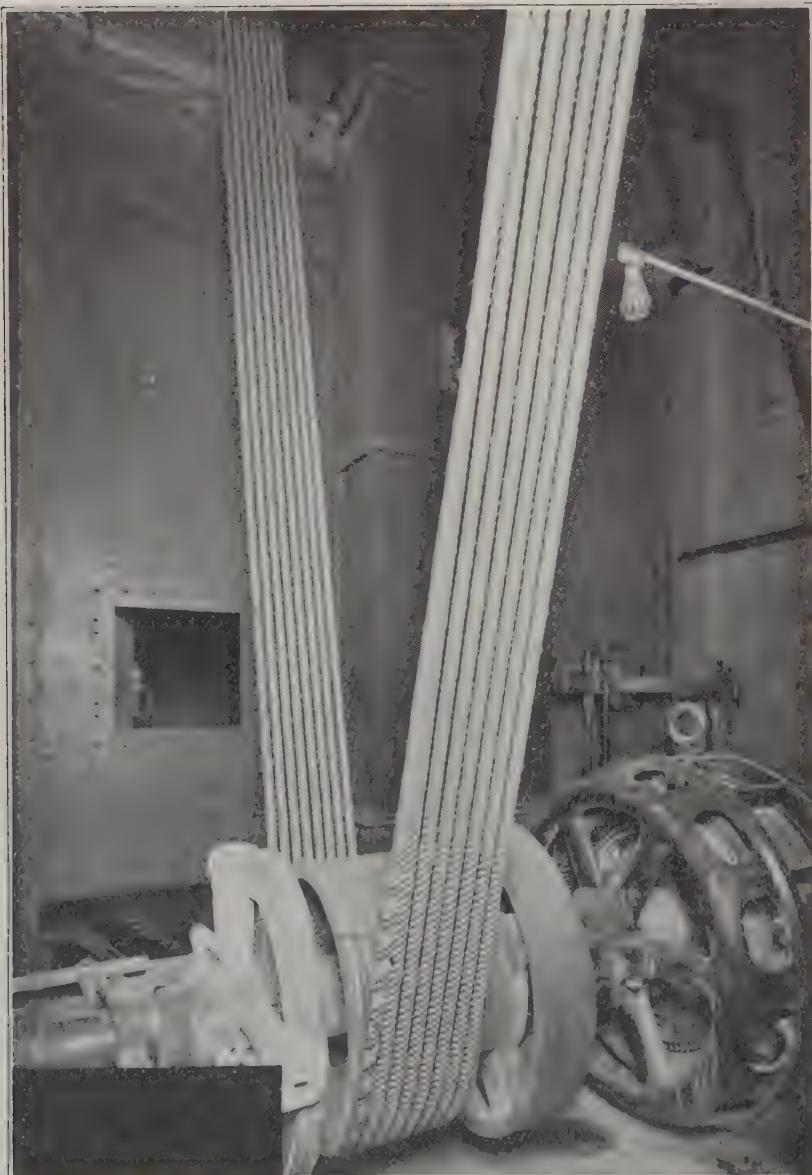
Montreal, the leading seaport of Canada, has placed in operation a valuable addition to its grain handling facilities in the shape of a concrete storage annex of the Grand Trunk Ry. Elevator at Windmill Point, increasing the storage capacity of the port by 1,068,600 bus.

The new annex comprises a group of 28 re-inforced concrete tanks in four rows, 7 tanks in a row, forming 18 intersticke bins which also are used for storage. The tanks are 24 ft. 3 ins. inside diameter and 100 ft. high from top of mattress to top of bin floor, being surrounded by a concrete head house at one end of the elevator.

Grain is conveyed from and to the old elevator by an overhead bridge 188 ft. long, carrying two 36-inch conveyor belts that extend clear to the extreme end of the old elevator. The grain coming from the old elevator is discharged in the head house on two 36-inch cross belt conveyors delivering to three longitudinal 36-inch belt conveyors having trippers that discharge into any tank or intersticke bin.

Grain is taken out of the annex by a complete set of conveyor belts, elevator leg and gallery belt. When shipping the grain drops out of the bins on four 36-inch longitudinal belt conveyors underneath the bins delivering to two 36-inch cross belt conveyors which in turn discharge into the boot of the single large elevator leg having two rows of buckets 15x8x8 ins., giving an elevating capacity of 15,000 bus. per hour. From the elevator head the grain is spouted to garner in head house over a 1,000-bu. hopper scale. After weighing the grain is spouted direct to nearby bins or run by the belt conveyors to any bin, or for loading out it is discharged on the belt conveyor running thru old house where by means of a 2-pulley self-propelling tripper it is discharged into the shipping bins of the old house having its own extensive system of dock galleries to holds of vessels.

Individual electric motors drive each machine by Morse Silent Chain, the current being 60 cycle and 3-phase with a

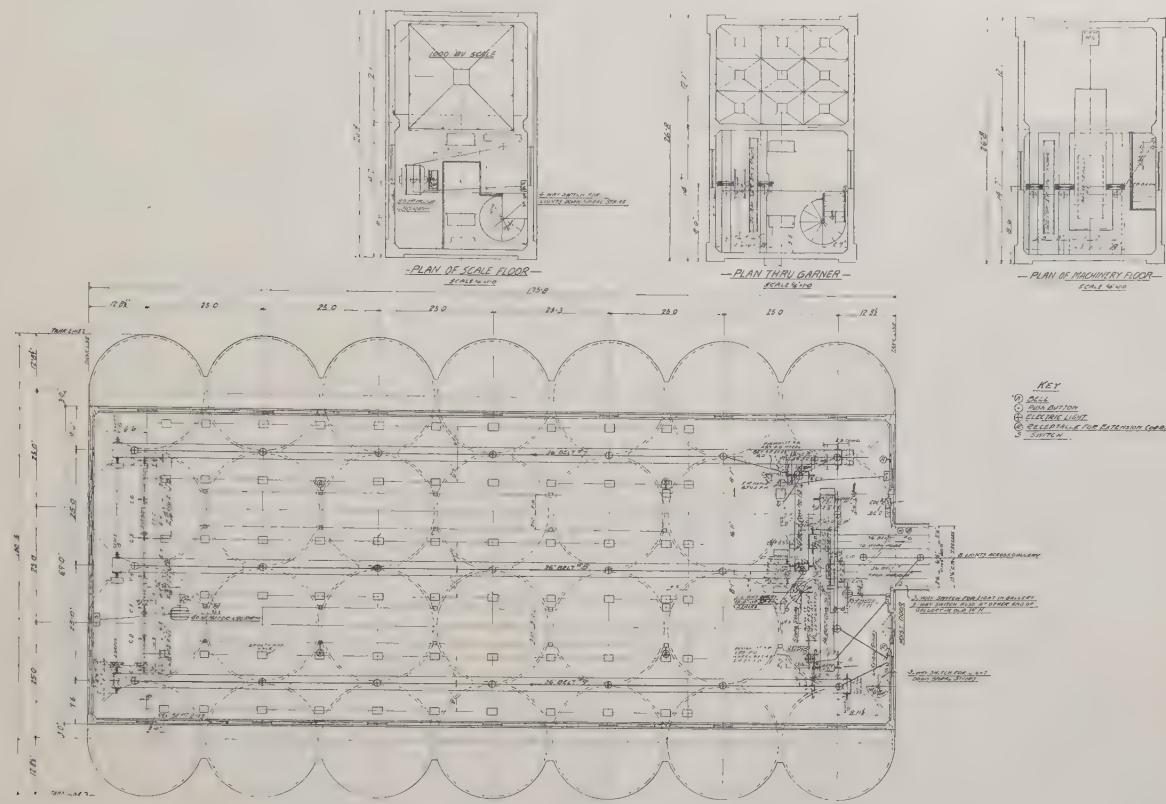


Scale Hopper, Motor and Drive on Scale Floor of Windmill Point Elevator of G. T. Ry. at Montreal.

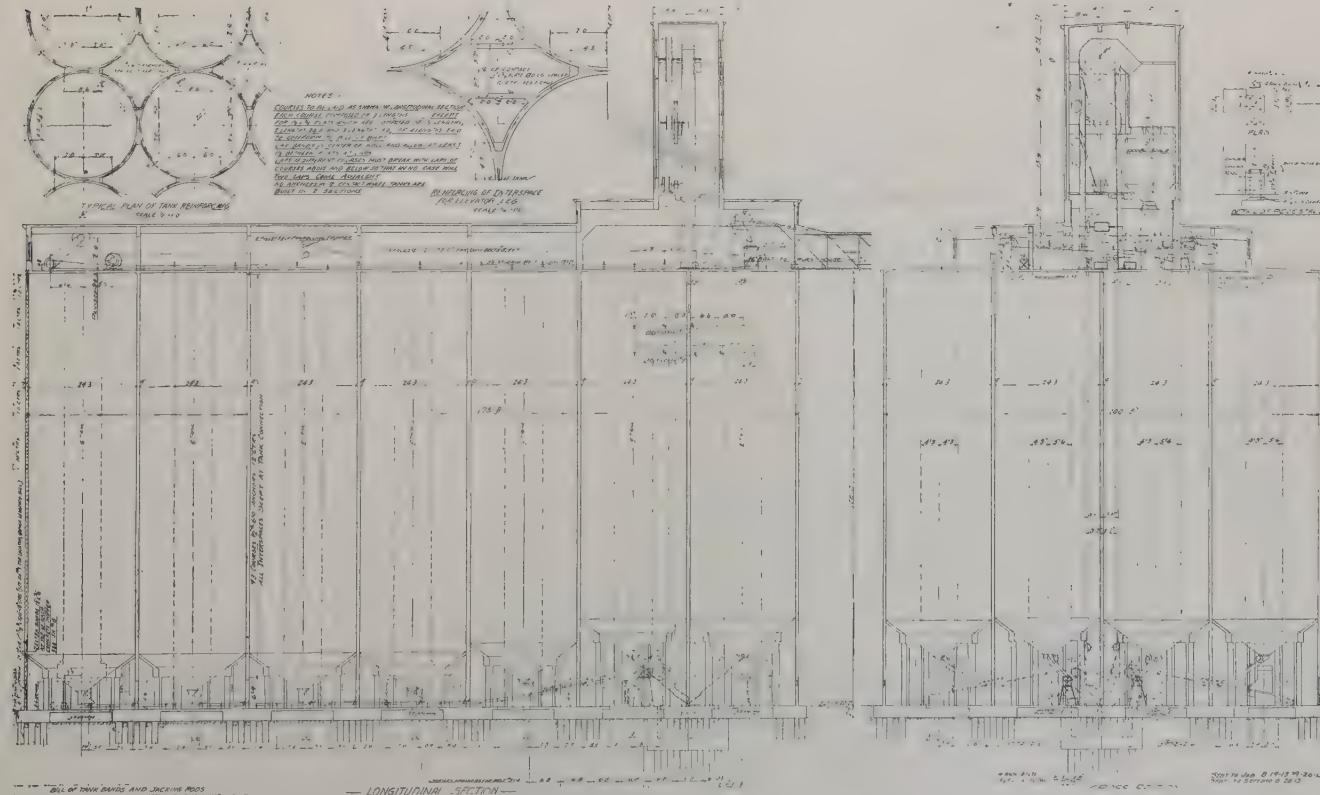
voltage of 550, alternating, and the motors of the squirrel cage type. This silent drive was furnished by the Strong, Scott

Mfg. Co. Construction was begun June 6, 1913, and by Oct. 1, 1913, a period of less than four months the house was

ready to receive grain. The elevator was designed and built by the Canadian Stewart Co.



Plans thru Scale, Garner, Machinery and Bin Floors



Longitudinal and Cross Section Plans of Concrete Annex to Grand Trunk Ry. Elevator at Windmill Point, Montreal. [See pages 740 and 742.]



Concrete Annex of Windmill Point Elevator of Grand Trunk Ry. at Montreal.

AN AUTOMATIC weighing device on freight cars will soon be given a trial by the Bengal-Napur R. R. of India. The invention is fixed on each car and if successful will indicate the car's lading without the necessity and consequent delay of passing over the scales separately. The trial was recently given the sanction of the Railway Board of India.

ADVANCES, not to exceed \$500,000, will be made to shippers out of the consolidated revenue fund of Canada if the amendment to the Canada Grain Act now under consideration is enacted. The advances will be made for payment of freight charges, weighing, and inspecting

fees on grain handled by elevators operated and managed by the government.

THE CONSTRUCTION of grain elevators in Russia according to John H. Snodgrass, General Consul, has been carried on in three principal ways during the past few years, namely by the government banks at terminal points in the interior, by the Ministry of Trade and Industry at the ports and by village credit co-operative ass'ns. Among these the large elevators by the government banks have proved the most successful. At present there are nine of these elevators and there are yet 75 to be constructed in the different provinces.

Storage of Alfalfa Seed.

As the market demands seed plump and bright, growers generally cut slightly on the green side, and the seed cures up to the right color; and in order to sell at the best time, the seed is sometimes stored in air-tight iron tanks. The success of this method will depend on the treatment of the seed previous to storing, and its results can best be measured by the germination of the seed after storing. What effect this storage has on the energy of germination and the vitality have not been determined here in the case of the lucerne seed, but various experiments on numerous kinds of commercial seeds stored under trade conditions, and in open and sealed receptacles, either thoroly dried, air-dried, or with known quantities of moisture both in the seed and added, have led to the following conclusions:

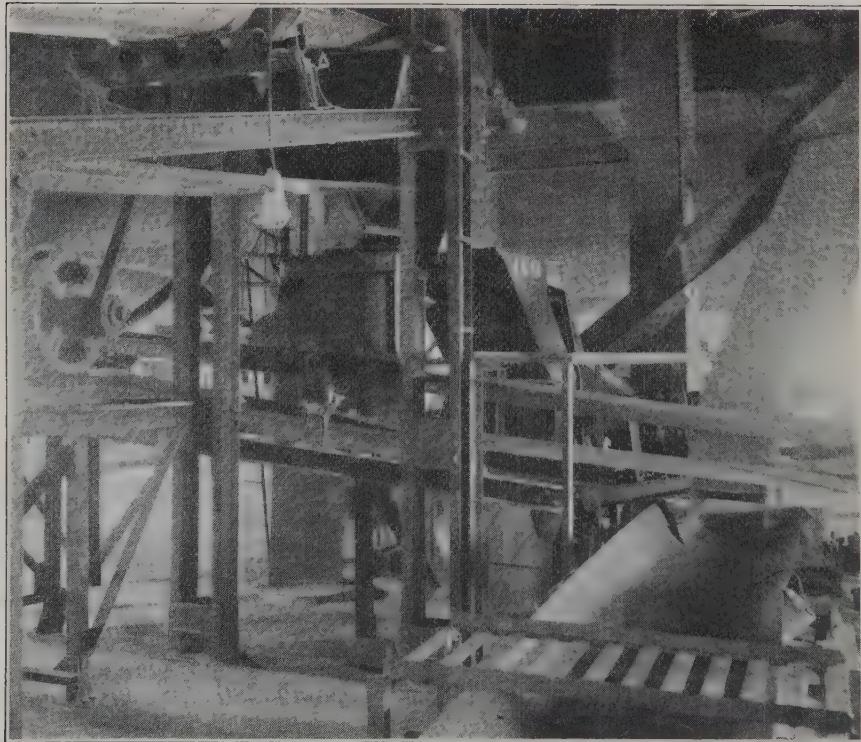
Moisture is the chief factor in determining the longevity of seeds as they are commercially handled. In moist atmospheres at low temperatures, germination is destroyed. In moist atmospheres, whether open or closed up, vitality is lost much sooner than in a dry atmosphere. Seeds, if well matured and thoroly air dried, are not injured when kept at temperatures below 100 degrees F., whether they be kept in free communication with fresh air or sealed up. The water capable of being expelled at any given atmospheric temperature is driven off in a comparatively short time. This condition is practically completed in eight or ten days when maintained at that temperature. The storage place for seeds should always be dry. The temperature of storage should not be increased unless the seed is amply ventilated, so that the moisture liberated from the seed can be carried off readily.

It is of the utmost importance that the seed be dry before being sealed up in storage. The best method is to dry until no more moisture is given off at a temperature equivalent to the maximum of the place where the seeds are to be stored. If this is not done, any subsequent increase in temperature will liberate an additional quantity of moisture which, being confined, will leave the seeds in a humid atmosphere, and a rapid deterioration in vitality will follow. Changes may also occur in the color of the seed.

Seeds under ordinary conditions of storage respire quite freely, and respiration is much more rapid if much moisture is present. Increase of temperature increases respiration. Respiration may take place as much in the dark as in the light. It is very intense if much moisture is present, and intensive respiration is accompanied by a rapid loss in vitality. By decreasing the water contents of seeds, respiration is reduced and vitality prolonged.

Kolkwitz's experiments on barley show what an important bearing the amount of water present has on the production of carbon dioxide. Seeds with 20 per cent moisture gave twice as much and ten times as much carbon dioxide as those with 14 per cent, and 10 per cent of moisture, respectively. If the seeds be thoroly dried, very little respiration takes place in storage.

Giglioli experimented with lucerne seed and prevented respiration by storage in sealed tubes with various gases, and after about 15 years obtained various germination results, one case giving 84 per cent germination after 16 years in



Conveyor Belts and Spouting on Bin Floor of Windmill Point Elevator of Grand Trunk Ry. at Montreal. [For description see pages 740-741.]

carbon monoxide. He states that "the original dryness of the seeds and their preservation from moist air must be the very first condition for a latent secular vitality."

Lucerne seed, also perennial rye, oats, and turnips, when thoroly dried have retained their vitality even up to 212 degrees F.

That storage in darkness or exposure to light influences the germination has been investigated by many workers. Jodin denied that light affected either vitality or germination, while Laurent states that it retarded germination and injured the vitality of the resting seed. Heinricher says that "experiments indicate that the results in germination of such seeds as are helped by light depend upon the age of the seed, upon the quickness of drying after harvest, and whether this takes place in the light or darkness. Finally, the moisture content of the air during storage must be considered a factor. It is evident that the conditions are extraordinarily complex, and that conformity of results is to be expected only under the consideration of all these factors."

After exposing fresh yellow lucerne seed to sunlight for two months—Tamworth and Sand lucerne—a very slight change was noticeable. The seed was still yellow but had lost a little of its bright lustre, being somewhat duller than the fresh seed. On germination, this seed gave an average of 94 per cent including one-third of the hard seeds, amounting to 7 per cent. The average of similar fresh seed was 92.5 per cent, with 9 per cent of hard seeds. The moisture capable of being driven off from the yellow and brown seeds was also determined, but further tests are necessary before definite conclusions can be drawn.—Ewen Mackinnon, microbiologist, in Bulletin 37 of New South Wales Dept. of Agriculture.

I HAVE always found the Grain Dealers Journal of great service to me in the grain business.—Gordon Williamson, Pocatello, Ida.

Books Received

BULK-HANDLING OF WHEAT (second edition) issued as Farmers Bulletin No. 13 by the Dept. of Agri. of New South Wales gives very interesting data on many phases of this subject.

FORAGE CROPS: Annual Grasses and Roots is the title of Bulletin No. 269 of the Ohio Experiment station and treats on all crops which are grown for the feeding of livestock and are fed as a whole, either green or dry.

VARIETIES OF WHEAT RECOMMENDED by the Department of Agriculture of New South Wales outlines the various kinds of wheat best adapted to each vicinity. Many of the varieties formerly recommended are eliminated because of some inferiority.—Farmers Bulletin 41, Department of Agriculture, New South Wales, Australia.

STATISTICAL ANNUAL for 1913 by the Daily Market Record contains accurate receipt and shipment, grain movement, storage, and price statistics for the Minneapolis market, also a supplement of similar information for other markets. It is prefaced with an article by John G. McHugh dealing with the laws governing grain commission merchants. Statistical Year Book, 154 pages; Daily Market Record, Minneapolis, Minn. Price, \$1.

45,000-bu. Elevator of Reynolds & Rude at Ellsworth, Ia.

A new elevator has recently been completed by Reynolds & Rude of Ellsworth, Ia., a prosperous Hamilton county grain center in the north central part of the state on the C. & N. W. R. R. It is planned for the greatest convenience and is equipped with the most modern machinery.

The elevator proper is 24x29x40 feet to square with a cupola that extends 12 feet higher. The building is constructed of 2x6 in. timbers for the first ten feet and 2x4 in. timber the remainder. It has nine bins, three on each side and three in the middle of the building, with hopper bottoms. The driveway is on a level with the ground and has a cement floor as has the main elevator and engine room. The engine room is 12x12 feet and its roof extends over driveway.

The north oat annex is a studded building 24x32 by 20 feet high, and the east annex is 16x20 by 20 feet high.

The plant contains a Richardson Automatic scale with 1500 bus. per hour capacity which dumps all grain weighed into a loading spout by which it is conveyed to cars. The 3/16 in. steel water tight boot pan contains a cast iron boot. The leg is equipped with 6x12 in. cups on a 13 in. belt. Under the north annex is a

conveyor running the entire length of building.

The dump is oil controlled. A man lift runs from the work floor to the cupola. Power is transmitted to elevator head by means of a rope drive from an 8 h.p. gasoline engine.

A. Reynolds started in business at Ellsworth eleven years ago and four years ago admitted H. E. Rude to partnership.

THE ELGIN BOARD of Trade was enjoined by Judge Landis, April 27, from artificially fixing the prices on butter and from continuing the operations of the board's quotation committee's. The decree was entered by consent of the counsel for the defendants. The officers of the board are permanently enjoined along with the Elgin board.

CLIMATE is the chief factor in determining the characteristics of wheat as was shown by the experiments of the Bureau of Chemistry of the United States Department of Agriculture. In making the tests samples of soil from California, Kansas and Maryland were plotted in the three states but the product was not the same, the different grades of wheat grown in California being very much alike and all showing the influence of the different climates regardless of the soil. These tests extended over a period of six years.



Reynolds & Rude's Elevator at Ellsworth, Ia.



Reynolds & Rude's Elevator at Ellsworth, Ia.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—John H. Campbell, formerly sec'y-treas. of the Marco Mills of Pine Bluffs, has opened a grain brokerage office in the Southern Trust Bldg.

Russellville, Ark.—I have recently opened a wholesale grain and feed business here and buy only in car lots. I have no elvtr. nor is there one here.—W. H. Norwood.

CALIFORNIA.

Los Angeles, Cal.—The Globe Grain & Mfg. Co. will vote to increase its capital stock from \$2,000,000 to \$5,000,000, at the annual meeting of the company May 15.

CANADA.

Edgerton, Alta.—The Farmers Co-operative Co. will build an elvtr.

Calgary, Alta.—Bids for the construction of the 3,000,000-bu. government elvtr. at this point will be closed June 1.

Lethbridge, Alta.—We will enlarge our plant at this point in a few days.—Ellison Mfg. & Elvtr. Co., Geo. W. Greer, mgr.

Gravelbourg, Sask.—The Farmers Cause Co-operative Co. will build a mill and elvtr. here. R. Dougtre, A. Tess and others are interested.

Reaboro, Ont.—The elvtr. of Thos. Skene containing a large quantity of oats, burned Apr. 13. The loss is partially covered by insurance.

Expanse sta. (Moose Jaw p. o.), Sask.—The Farmers Bank is considering the advisability of starting a co-operative elvtr. in this district.

Watson, Sask.—The farmers in this district belonging to the Grain Growers Ass'n will organize and form an elvtr. company to build an elvtr.

Quebec, Que.—The 1,000,000-bu. elvtr. of the Harbour Com'sners has been completed and is now ready for grain. The Canadian Stewart Co. had the contract.

Saskatoon, Sask.—Chas. F. Adams is ass't agt. for the Goose Lake Grain & Lbr. Co. here, not mgr. of the company as reported in these columns Apr. 10.

Melfort, Sask.—The Canada West Grain Co. has announced that it will build a number of elvtrs. in this vicinity this summer and will probably buy others.

Medicine Hat, Alta.—The Lake of the Woods Mfg. Co. has bot the mills and elvtrs. of the Medicine Hat Mfg. Co. and will enlarge and improve them. The plant was sold for \$200,000 and the improvements will require \$100,000 more.

Pontiex sta. (Notre Dame p. o.), Sask.—I am agt. for the Alberta Pacific Grain Co., having been transferred from Kincaid. The Pioneer Grain Co. and the State Elvtr. Co. also operate elvtrs. here. The Traders Elvtr. Co. may build an elvtr. this season.—T. H. Kavanaugh.

Crandall, Man.—The Winnipeg Elvtr. No. 48, containing 2,500 bus. of grain, burned at noon, Apr. 28, the blaze starting from a hot box. The elvtr. had been closed all winter and had been put into operation on the morning of the 28th, the first car of wheat having just been loaded when the fire was discovered. The elvtr. fell across the side track, destroying considerable trackage and tying up traffic. The elvtr. of the Ogilvie Flour Mills Co. was threatened several times by the flames but was saved.

Toronto, Ont.—The Campbell Mfg. Co. was awarded judgment for \$19,500 against Ellis & Connery, architects, and the defunct firm of Bowes & Francis, contractors, for the alleged faulty construction of its plant at West Toronto, which was condemned by the city architect's dept. Suit was brot for \$20,000 and the award was made on a basis of \$400 per vertical ft. of the building which was found to be badly constructed and \$3,500 was allowed for the cost of wrecking the plant.

MONTRÉAL LETTER.

On Apr. 18, the Harbour and Grand Trunk Pacific Elvtrs. at this port were reported practically empty and storage room for 7,000,000 bus. of grain was available. Supt. Hanna of the G. T. P. Elvtr. is of the opinion that there will not be the same demand for space here this season as in the past, on account of the lower ocean freight rates which benefit other ports also.

An important trade dispute affecting this port still remains to be adjusted, that filed by the Corn Exchange against the G. T. Elvtr. charges. The tolls were raised last August, and now are higher than at ports on Georgian Bay. The matter was placed in the hands of the Railway Com's'n by the transportation dept. of the Board of Trade, but the Railway Com's'ners, in a decision given out a few days ago, referred the case to the Grain Com's'n. A brief was filed with that body Apr. 17, asking that the G. T. Elvtr. tolls here be restored to what they were prior to August last, and also that charges for loading cars be abrogated entirely. On Apr. 24 a formal application was filed by the Corn Exchange.

Apr. 24, an application was made by the Corn Exchange Ass'n to the grain com's'n for an order that the Montreal Warehousing Co., operating the G. T. Elvtr., comply with the provisions of the grain act in the matter of stating the grade of grain received into its elvtrs. on its warehouse receipts purporting to exempt it from liability. It is claimed by the Corn Exchange Ass'n that the warehouse receipts in question contain a clause exempting the company, among other things, from liability for "want of special care or precaution." A warehouse at Fort William, it was stated, used a receipt which included exactly what the trade at Montreal was prepared to approve, merely setting forth: "The grain is received in conformity with the provisions and the conditions of the laws of the Dominion of Canada relating to the warehousing of grain."

WINNIPEG LETTER.

Winnipeg, Man.—The Armour Grain Co. of Chicago has opened an office in this city.

Winnipeg, Man.—The Council of the Grain Exchange officially declared navigation open at 9:40 a. m., Apr. 25.

The Grain Security Co., recently incorporated in this city, is not in the grain business, being only a financial company.

The Grain Com's'ners did not render a report and up to date (May 8) have not given a ruling on the dispute between C. H. Cawthorpe, mgr. of the Goose Lake Roller Mills Co. and our company, as has been reported. They merely took the matter under advisement.—Matheson-Lindsay Grain Co.

Some of the large elvtr. companies of the United States, including the Peavey interests, are reported to be negotiating for the government elvtrs. of this province which have been operated by the Grain Growers Grain Co. for the last 2 years. The company's lease expires in August and will not be renewed.

COLORADO.

Wray, Colo.—We have bot the elvtr. of H. W. Ferguson, which we have been leasing and will do considerable repairing before the new crop.—E. W. Lambert, sec'y-mgr. Wray Farmers Grain Co.

Akron, Colo.—The Farmers Union will build a 15,000-bu. galvanized steel clad elvtr. with concrete basement, equipped with Fairbanks Oil Engine, wagon scales, Richardson Automatic Scale, grain cleaner, 1 stand of elvtrs. and double dump hoppers. G. H. Birchard has the contract.

Hudson, Colo.—The O'Donnell-Kellogg Grain Co. of Stratton, Neb., has recently completed a 10,000-bu. elvtr. at this station, with concrete foundation and galvanized siding and roof. It is of studded construction, equipped with 6 h. p. Fairbanks Engine, 4-ton wagon scale, 300-bu. hopper scale, Van Ness Safety Roller Bearing Manlift, one stand of elvtrs. with elevating capacity of 1,000 bus. per hour. The R. M. Van Ness Construction Co. had the contract.

Fleming, Colo.—The new elvtr. of the Farmers Elvtr. Mfg. & Supply Co. has a storage capacity of 20,000 bus., is supported by concrete rat-proof foundation, and covered with galvanized iron siding and roofing. It is equipped with a 15 h. p. gasoline engine, 5-ton wagon scale, installed on a reinforced concrete foundation, a 500-bus. hopper scale, installed at the top of the house to weigh grain to the cars, one stand of elvtrs. with elevating capacity of 15,000 bus. per hour, Van Ness Roller Bearing Safety Manlift, etc. This building is strictly modern in every respect and was built by the R. M. Van Ness Const. Co.

IDAHO.

Lewiston, Ida.—E. A. Allen is the new agt. for the Albers Bros. Mills Co. and J. D. Roberts for M. H. Hauser.

Lewiston, Ida.—We are having plans drawn for a 50,000-bu. elvtr. to be operated in connection with our mill.—Lewiston Mfg. Co.

Idaho Falls, Ida.—I am no longer connected with the grain business.—J. E. Markham, formerly agt. Western Mfg. & Elvtr. Co.

American Falls, Ida.—We have sold our holdings here to Classen & Newfield, who expect to build an elvtr. and warehouse with a combined capacity of 75,000 bus.—Ertel & Torrance.

ILLINOIS.

Toluca, Ill.—I am painting my elvtr.—R. M. Livingston.

Arthur, Ill.—C. E. Davis has put in a new, four-ton wagon scale.

La Rose, Ill.—The Davis Grain Co. is building a new 14x20 ft. office.

St. Peter, Ill.—We will make repairs on our elvtr.—August Borchelt & Co.

Homer, Ill.—Fay Current, of J. M. Current & Son, was elected mayor, Apr. 21.

Manchester, Ill.—Elmore & Lemmon are making extensive repairs in their elvtr.

Plymouth, Ill.—Huey Bros. have bot the elvtr. of the DeWitt Grain Co. at this station.

Pekin, Ill.—E. W. Lawton of Granite City is now supt. of the Corn Products Refining Co.

Dorsey, Ill.—I have succeeded H. E. Duis as agt. for C. B. Munday & Co.—John G. Burges.

Decatur, Ill.—We are making only necessary repairs in our elvtrs.—Sheilabarger Elvtr. Co.

Bushnell, Ill.—The mill of Nagel Bros. was struck by lightning and burned to the ground May 3.

Troy Grove, Ill.—Isaac Marks is back at his office after an eight weeks' siege of sickness.

Viola, Ill.—B. L. Christy has rebuilt his driveway and put in a Challenge Dump.

Burgess, Ill.—The Center Lumber Co. rebuilt its dumps and put in a Challenge Dump.

Speer, Ill.—If crops are good we may build a 10,000-bu. addition to our elvtr.—Speers & Root.

Savoy, Ill.—John Cromwell has been added to the working force of the Savoy Grain & Coal Co.

Topeka, Ill.—We need a new elvtr as the only house here is old and too small to handle the grain.—F. T.

Morse sta. (Buda p. o.), Ill.—We will paint our elvtr. this fall if the crops are good.—O'Brien & Lambert.

Lockport, Ill.—Robert Whitley, supt. of the Northern Mills, committed suicide, Apr. 27, while temporarily insane.

Moweaqua, Ill.—We are repairing our dumps and putting a new floor in our driveway.—Andrews & Adams.

Annawan, Ill.—J. W. Webster, the new mgr. for the Farmers Grain & Supply Co., has moved his family to this city.

Little Indian, Ill.—Glen Petefish succeeded Orland Virgin, who recently died, as pres. of the Farmers Elvtr. Co.

Deer Creek, Ill.—We have bot a new 4-ton wagon scale.—A. J. Nafzinger, mgr. Farmers & Grain & Livestock Co.

Tremont, Ill.—S. A. Hayward has bot the elvtr. of F. J. Davis, which has been operated by the G. W. Semel Grain Co.

Rock Bridge, Ill.—We will make some improvements in our elvtr. at this station.—J. P. Buhman, supt. Stanard-Tilton Mfg. Co.

St. Francisville, Ill.—Baker Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, W. S. Cluxton, C. L. Lewis and T. H. Gutteridge.

Frankfort, Ill.—The Frankfort Grain Co. took charge of the elvtr. recently purchased from Henry Stellwagen, May 1. Henry Luhring is mgr.

Stillman Valley, Ill.—Mr. Parkinson of Kent, Ill., is mgr. for Rosenthal & Co. at this station. The company recently bot the elvtr. of W. C. Chilman.

Akron sta. (Edelstein p. o.), Ill.—We expect to paint and reroof our elvtr. Composition roofing will be used.—A. C. Parks, agt. S. C. Bartlett & Co.

Good Hope, Ill.—I will overhaul the elvtr. I recently bot at this station. Will equip it with new machinery and put it in first class shape.—E. E. Sapp.

Hubly sta. (Sweetwater p. o.), Ill.—Work has been started on the elvtr. of J. A. McCreey & Son of Mason City. The equipment will include a wagon scale.

Farmer City, Ill.—We are putting in a new driveway and expect to build new coal sheds. We may also install an automatic scale.—Weedman & Grady.

De Kalb, Ill.—I have resigned as solicitor for M. L. Vehon & Co. and since Mar. 10 have been mgr. for Lamson Bros. & Co. at this point.—B. K. Black.

Caton Farm (Minooka p. o.), Ill.—Repairs are being made on the roof of the elvtr. of the Plainfield Grain Co., as it was damaged in the recent windstorm.

East St. Louis, Ill.—The Allneeda Mills Co., operating an elvtr., is currently reported to be in financial straits with liabilities far in advance of the assets.

Roseville, Ill.—Pratt & Pratt are installing an automatic scale. I am putting on a new roof on one side of my elvtr. and am painting the old roof.—C. W. Langdon.

Seneca, Ill.—The Seneca Grain, Lbr. & Supply Co. will sell its three elvtrs. at Seneca, Stockdale and Langham, at public auction May 20, possession to be given July 1.

Jamesburg, Ill.—E. R. Neff is out of the grain business here and his elvtr. which was operated by his successor Jno. Wyckoff, burned to the ground and has never been rebuilt. The Rogers Grain Co. owns the only elvtr. here at present, Pat Jordan being mgr.—A. L. S.

Decorra, Ill.—We have recently installed a wagon scale in our elvtr. here and will have all of our elvtrs. and scales in perfect shape for the new crop.—W. H. Perrine & Co., Chicago.

Otto sta. (Kankakee p. o.), Ill.—The office of the R. F. Cummings Grain Co. was wrecked by a heavy windstorm that struck this point at 7 p. m., Apr. 25. The elvtr. was not injured.

Decatur, Ill.—The Farmers Elvtr. Mgrs. Ass'n of this district held a meeting at the Beardsley Hotel May 7 and elected F. S. Betz, Cerro Gordo, pres., and Roy Jones, Monticello, sec'y.

East St. Louis, Ill.—The Acme Elvtr. operated by P. W. Harsh has been leased to his brother A. C. Harsh, formerly of Nashville, Tenn., who will enter the grain trade at St. Louis, Mo.

Henning, Ill.—The Farmers Grain Co. has been reorganized with Peter Vandervort as pres.; A. W. Lane, vice-pres.; T. E. Mathews, treas., and myself as sec'y and mgr.—J. H. Lenox.

Maroa, Ill.—The many friends of John Crocker, ex-president of the Illinois Grain Dealers Ass'n, will regret to learn that the bank of Crocker & Co., was robbed on the night of April 28.

Pekin, Ill.—The Farmers Grain Co. has increased its capital stock from \$10,000 to \$15,000. Plans for the new elvtr. have been completed and it is expected that work will be started at an early date.

Brisbane sta. (New Lennox p. o.), Ill.—Bert Brown is mgr. of the elvtr. of the Frankfort Grain Co. at this station, the elvtr. having been leased by that company recently. The house was opened May 1.

Spencer, Ill.—The recently organized New Lennox Grain Co. took charge of the "Michigan Cent." Elvtr. here and began operation May 1. The company has a capital stock of \$5,000. C. A. Minger is mgr.

Gilman, Ill.—A new 50,000-bu. elvtr. will be erected on the site of the old Wabash Elvtr. which has been wrecked, by the R. F. Cummings Grain Co. The Reliance Constr. Co. prepared the plans for the new house.

Kirkpatrick Switch (no p. o.), Ill.—Pinkney Fowler of Brooklyn is reported to be the owner of a new elvtr. to be built at this station, which is 8 miles south of Macomb on the M. I. & L. road.—Munson & Co., Macomb.

Filson, Ill.—Wm. Riley of Tuscola, has traded his elvtr. at this station to J. C. Koehn of Salem for 8 lots valued at \$4,000 and \$7,000 in cash. The elvtr. has been leased by the National Elvtr. Co. and was operated by it in connection with its own house.

Evans Station (Wenona p. o.), Ill.—E. Haugens shingle roof elvtr. on the C. & A. R. R. was set on fire by a spark from a passing locomotive Apr. 25. It was completely destroyed, together with 22,000 bus. of oats and 8,000 bus. of corn. Well covered by insurance.

Neponset, Ill.—The new elvtr. of the Farmers Elvtr. Co. will be of cribbed construction, iron clad and will have a capacity of 30,000 bus. The equipment will include a Wagner Electric Motor and one stand of legs. The Burrell Engineering & Constr. Co. has the contract.

Elwood, Ill.—The recently organized Elwood Farmers Grain Co. has bot the elvtr. of Wm. Schumacher and will open it soon. Officers of the company are Frank Lichtenwalter, pres.; Wm. Morgan, vice-pres.; E. Brown, sec'y-treas.; John Coldwater, business mgr., and Frank Deutschman, book-keeper.

Decatur, Ill.—About 50 grain dealers of central Illinois held a conference in the offices of F. M. Powell, Apr. 28 and decided that they would not buy any more small grain on the acreage basis owing to the inaccuracy which occurs in figuring the amount of grain in the fields. Hereafter they will not buy until the grain is in shock.

Alton, Ill.—Work is progressing rapidly on our 250,000-bu. re-enforced concrete elvtr. at this point. It will replace our frame elvtr. which burned last September. Every effort will be made to complete the house by the time the new crop moves.—Stanard-Tilton Mfg. Co., E. D. Tilton, sec'y, St. Louis, Mo.

Blue Island, Ill.—John C. Klein has decided to rebuild the elvtr. burned Apr. 29 and will start work as soon as he determines what kind of a house he will build. The same building will probably contain an additional plant for the manufacturing of "Death to Lice" in which Mr. Klein is interested and which has outgrown its present manufacturing quarters near the burned elvtr. The new house will be of fire-proof construction and large enough to take care of the steady increase in business.

Clifton, Ill.—The elvtr. and lumber yards of M. R. Meents & Son were damaged to the amount of \$25,000 in a wind storm which struck the town at 6:30 p. m. Apr. 25. Lumber was blown all over the place and the elvtr. was unroofed and the grain in the bins exposed to the heavy downpour of rain that followed the storm. The office of the company across the street from the elvtr. was completely wrecked and a new one will be built at once. The town was damaged to the extent of \$100,000 by the wind.

The sessions of the Illinois Grain Dealers Ass'n at its annual convention at Cairo, June 2 and 3 will be held in the Gem Theater instead of the Cairo Opera House as has been announced. The M. & O. R. R. Co. has issued a special folder for the convention and the sec'y of the Southern Illinois Millers' Ass'n. has assured me that the 57 members of the organization will be present en masse. Country elvtr. men seem greatly interested in the new corn grades which will be one of the most important subjects discussed.—S. W. Strong, sec'y.

Cairo, Ill.—The entertainment com'ite of the Board of Trade is busy with its plans for the entertainment of the delegates to the Illinois Grain Dealers Convention to be held here June 2 and 3 and it is going to see that everybody who visits Cairo will have the best time they have ever had at a Convention. They have engaged one of the famous southern barbecue cooks, and will have a genuine southern barbecue on the hills of the Blue Grass state. They will have the famous Knights of the Mystic Krew entertain some of the gentlemen Tuesday, June 2nd, and also an entertainment at the Elks Club for the ladies and those who like good music. We are looking for a record-breaking attendance, and want to show everybody the great levee system. The boat trip will give all of the visitors a chance to ride on the two rivers, the Mississippi and Ohio. The boat will stop at Birds Point, in Missouri, and Wickliffe, Ky., so that everybody will have a chance to visit the three states within an hour.—W. S. Powell, chief grain inspector and weighmaster.

CHICAGO NOTES.

Al Williams is now trading in corn for the Armour Grain Co.

John Gillies, office mgr. for Hulburd, Warren & Chandler for over 20 years, was admitted to partnership May 1.

W. A. Gardner & Co. will move June 1, into new offices in the recently completed Continental-Commercial Natl. Bank. Bldg.

The Young Men's Board of Trade Club has opened a course of instruction to its members for the study of grain, its production and marketing.—F.

The offices of the J. Rosenbaum Grain Co. have been completely remodeled and new steel furniture and all up-to-date office appliances have been installed.

Members of the Board of Trade Club are greatly interested in judging of grain and have held a series of meetings at which members did actual judging under the supervision of Robert Kettles and Prof. F. H. Demaree.

Geo. R. Thornton, who has been connected with Walter Fitch & Co. for the last 10 years, became mgr. of the stockyards office of the company, May 1.

Sec'y J. C. F. Merrill of the Board of Trade has submitted a report to the directors of the exchange, covering the status of national legislation bearing on the grain trade.

The Chicago & Milwaukee Telegraf Co. operating between this city and Milwaukee for the past 38 years, went out of existence Apr. 30. Milwaukee and Chicago board of trade men started it in 1876 and conducted mainly, an exchange business.

A cargo of 48,000 bus. of Duluth wheat was received at this market May 6, which failed to grade, being unloaded and inspected as No. 2 mixed spring on account of the mixture of blue stem and velvet chaff. It was sold however at 2c over May delivery.

The Board of Trade Building is one of those named by the Com'sner of Public Works, as encroaching on the city sidewalks and notice has been sent to the exchange that the parts of the building extending over the building line must be removed before Jan. 1, 1915.

The Western Grain Dealers Ass'n, thru Sec'y Wells, has asked the Board of Trade to change its rules so that car lots of grain within the Chicago inspection district 3 days prior to the last day of delivery shall be deliverable on contract and it was assured that within a short time the request would be granted.

Frank C. Hollinger, mgr. for Logan & Bryan for the past year, was admitted to partnership in the firm, May 1. He has been connected with the firm for 20 years, coming from the Omaha office to Chicago last year. His many friends congratulated him heartily and filled his office with American Beauty roses.

An amendment to the rules of the Board of Trade has been posted for ballot by the directors, permitting members who have had business turned over to them by other members, to render the customer an account direct at the full rate of commission, while paying to the member turning over the business of such non-member, one half the commission charge.

A conference between the Grain Com'ite of the Chicago Board of Trade and the Public Utilities Commission of Illinois will be held Wednesday, May 13, for the purpose of getting a grading for the Montana, Idaho and Utah wheat. The conference was requested by the Grain Com'ite to get a definite classification of the wheat of these states that will place it on the same market basis as the eastern grain.

The following Bulletin was issued Apr. 25, by Mgr. E. B. Boyd of the Transportation Dept. of the Board of Trade: The Wabash Railroad has cancelled the restriction whereby the "proportional" rates to Chicago on shipments of grain from stations north of Bement, Ill., to Eastern Trunk Line Territory were subject to routing east of Chicago via the Wabash R. R. only, effective May 19, 1914.

The Open Board of Trade, according to rumor, has leased a site on Sherman Street and may erect a two story shed for exhibiting mythical pictures of real grain. Open Board members merely bet on the grain markets, they handle no grain, in fact no cash grain is wanted and its halls are never desecrated by samples of the stuff. Naturally its so-called "trades" have no influence in the grain markets of the world and are quoted nowhere outside.

A hearing for considering the advisability of increasing the grain inspection charge from 35 cts. to 50 cts. per car has been granted by Public Utility Commissioner Frank H. Funk for Wednesday, May 27, at 10 a. m., at the office of the Utility Commission in the Insurance Exchange Bldg. Notification has been given to the Board of Trade and prominent grain dealers of the city who will be represented by the Grain Com'ite of the Board of Trade and other dealers at the hearing.

The following have applied for membership in the Board of Trade: Theo. W. Swift, Edwin W. Aldrich and Ransom N. Kalbfleisch. New members are: H. C. Moore, F. M. Anderson, C. J. Taylor, W. D. Leary, A. S. Webbe, Jno. H. McReynolds, W. J. Flanagan, John Gillis, Geo. A. Hill, C. P. Cline, F. C. Hollinger, D. C. Brafford, Theo. Harbeck, Chas. L. McCraw and Albert J. Kemper. Memberships have been posted for transfer by Geo. R. Bonbright, Wm. J. Buttschau, E. A. Lewis, P. S. Arthur, C. A. Jennings, Wm. H. Alcock, Harold C. Smith, F. D. Strawbridge and the estates of Jno. O. Monroe and Sidney H. Woodbury.

Indianapolis, Ind.—We have succeeded Jordan & Co.—Jordan & Scholl.

Fairmount, Ind.—Notice of the dissolution of the Fairmount Grain Co. has been filed.

LaFayette, Ind.—Frank J. Boner for a number of years with the LaFayette Hominy Mills Co., will engage in the grain and feed business on his own account.

Bippus, Ind.—We are building lumber sheds and will put in a full stock of lumber. We also expect to make some improvements in the elvtr.—O. Gandy & Co., South Whitley, Ind.

Clarkhill, Ind.—We will operate the elvtr. recently bot of A. Grove under the name of the Witt Grain Co. and J. W. Witt will be mgr. I will manage the Clover Leaf Elvtr. and the two houses will be run separately.—Ura Seeger, Seeger & Witt.

Monticello, Ind.—Frank P. Berkey, for many years in charge of the mill of Loughry Bros. Mfg. & Elvtr. Co., died from an attack of heart disease, at 3:30 a. m., Apr. 21. He was at the mill the day before his death and was apparently in the best of health when he retired.

Frankfort, Ind.—I have sold my elvtr. at Clarks Hill to the Witt Grain Co. who will now operate two houses there. Tegarden and Lane have bot my elvtr. at Colfax. Mr. Tegarden was formerly my mgr. and Mr. Lane is a farmer. I will devote all my time to the grain business at Radnor where I am making many improvements. Have covered the elvtr. with iron and installed a car loader so that we can handle car lots for feeders.—A. Grove.

Shirley, Ind.—I have gone into partnership with J. O. and Burl Finch at this point and we will operate as the Shirley Grain Co. We are building an elvtr. and will equip it with up-to-date machinery, including motors. We will have it completed by June 15th. E. W. Howenstein used to operate at this station but his place has been closed for the last two years. There is no equipment and the plant is about rotted down. It is not used at all.—H. C. Clark, mgr. Shirley Grain Co.

IOWA.

Odebolt, Ia.—B. E. Page is mgr. for Albert Dickinson & Co.

Hinton, Ia.—J. J. Harvey is mgr. of the elvtr. of the Thorpe Elvtr. Co.

Le Mars, Ia.—James Hughes, pres. of the Farmers Elvtr. Co., died recently.

Sibley, Ia.—The Farmers Elvtr. Co. will put a new foundation under its elvtr.

Wightman, Ia.—Ralph Rosow, mgr. of the Farmers Elvtr. Co., died Apr. 9.

Morning Side, Ia.—The Morning Side Elvtr. Co. has installed a new shelter.

Stuart, Ia.—The elevator office of Thos. Woof has been repapered and painted.

Blairstown, Ia.—The Blairstown Grain Co. has employed J. J. French as mgr.

Spencer, Ia.—A new office room has been added to the elvtr. of the Farmers Elvtr. Co.

Swea City, Ia.—Greig & Zeeman are putting a cement foundation under their elvtr.

Knierim, Ia.—The Farmers Elvtr. Co. is putting in a 2,500-bu. Richardson Automatic Scale.

Gladstone, Ia.—I expect to raise my elvtr. and will build a new engine room.—J. V. Simke.

Le Roy, Ia.—The O. A. Talbot Grain Co. of Keokuk is building an elvtr. at this station.

Webster City, Ia.—John Brown of Omaha, Neb., has bot an elvtr. and will move here in June.

McNally, Ia.—The Farmers Co-operative Co. is building a new residence for its manager.

Holland, Ia.—J. E. Dieken has succeeded C. G. Franken as sec'y of the Farmers Elvtr. Co.

Algona, Ia.—Paul Culp is now mgr. of the Bowles-Billings-Kessler Grain Co.

Elkhart, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of the Western Elvtr. Co.

Armstrong, Ia.—Chris Christensen has succeeded Jens Weiff with the Farmers Elvtr. Co.

Hamburg, Ia.—We have moved our office from Payne to this city.—J. R. Bentley Grain Co.

Melcher, Ia.—Earle Welcher, agt. for the Neola Elvtr. Co. has been stricken with smallpox.

Somers, Ia.—The Farmers Elvtr. Co. is putting in a new 2,000-bu. Richardson Automatic Scale.

Ruthven, Ia.—Farmers Cereal Co. is rebuilding its dumps and putting in a Chalenge Dump.

Rhodes, Ia.—I expect to put in a new loading spout and make general repairs.—J. L. Shearer.

Hull, Ia.—Henry Beckman has been added to the working force at the elvtr. of Smith & Betts.

Lacey, Ia.—Hasselman & Kaldenburg have taken over the grain business of Bartlett & Ballinger.

Norway, Ia.—I am mgr. for Lammers & Voizl, who have succeeded the Iowa Grain Co.—G. W. Miller.

Solberg sta., (Rowan p. o.), Ia.—The Farmers Elvtr. Co. will handle machinery in addition to grain.

Otho, Ia.—The property of the Farmers Elvtr. Co. is reported to have been sold at public sale May 4.

Halbur, Ia.—Ed. Phelan is mgr. and Theo. Schmitz asst. mgr. of the 2 line company elvtrs. here.

George, Ia.—We are installing a 3,000-bu. Avery Automatic Scale.—E. C. Bergfield, mgr. Farmers Elvtr. Co.

Coon Rapids, Ia.—We have re-shingled the roof of our engine room.—S. H. Agnew, mgr. Farmers Elvtr. Co.

Newhall, Ia.—We expect to build a modern 20,000-bu. elvtr. The contract has not been let.—O. Kaeberle Co.

Templeton, Ia.—We are contemplating the erection of a 20,000-bu. addition to our elvtr.—Chas. Dozler Grain Co.

Brayton, Ia.—The E. Rothchild Co. is remodeling its elvtr. The Burrell Engineering & Constr. Co. has the contract.

Ireton, Ia.—We are putting in a new leg and will build a new office.—B. L. Wilcoxson, mgr. Farmers Co-operative Ass'n.

Flugstad, Ia.—We are putting in a type registering beam Fairbanks Wagon Scale.—H. J. Housken, mgr. Farmers Elvtr. Co.

Malvern, Ia.—Salyards & Kayton are placing a new foundation under their elvtr. and making other improvements.—Borin Bros.

Rider, Ia.—Wright & McWhinney of Des Moines have bot the elvtrs. of the Neola Elvtr. Co. at this station and at Campbell.

Des Moines, Ia.—The Snyder Grain Co. has moved its headquarters to Shannon City, Ia., not to Sioux City, as has been reported.

Van Horne, Ia.—We have put in a new Reliance Automatic Scale and have made general repairs.—John Fitzgerald, agt. O. Kaeberle & Co.

Tipton, Ia.—I have sold my elvtr. at this station to A. E. Taber of Manchester, formerly in the grain business at Marble Rock.—W. W. Little.

Ireton, Ia.—R. L. Staben has succeeded Collins & Staben. He has been remodeling and repairing his elvtr. and has installed a new grain cleaner.

Sioux Center, Ia.—We are building a large lumber shed and making small repairs on our elvtr.—D. D. Muilenburg, bgr. Farmers Elvtr. Co.

Gilman, Ia.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: S. D. Green, pres.; T. R. Lovig, vice-pres.; Gilbert Hill, sec'y, and S. L. Ludlow, treas.

Solberg (Rowan p. o.), Ia.—Farmers Elvtr. Co. is putting in a new 2,000-bu. Richardson Automatic Scale.

Bayard, Ia.—The Farmers Elvtr. Co. has had its elvtr. closed for a week, owing to financial difficulties. A stockholders meeting was held May 9.

Zion City (Spaulding p. o.), Ia.—Summit White, of Orient, may build an elvtr. at this station.—S. F. McGuffin, agt. for S. White at Macksburg.

Ferguson, Ia.—We have just built a new driveway and will also build a 20x30 ft. addition to our lumber shed.—J. G. Etzel, Mgr. Farmers Elvtr. Co.

Buck Grove, Ia.—The Neola Elvtr. Co. has replaced its old gasoline engine with a new 12 h.p. Fairbanks Engine and has put in a new elvtr. leg.

Underwood, Ia.—The Neola Elvtr. Co. has replaced its steam engine with a new 12 h.p. Fairbanks Gasoline Engine and has also put in a new elvtr. leg.

Maxwell, Ia.—We will probably put a new foundation under part of our elvtr. and make other general repairs.—J. G. Wells, Agt. Neola Elvtr. Co.

Archer, Ia.—The Archer Co-operative Grain Co. is now ready to build its new 30,000-bu. concrete elvtr. The Younglove Const. Co. has the contract.

Mason City, Ia.—J. C. Shaffer & Co. of Chicago are opening an office in this city. W. E. Messerole will be in charge. Their Cedar Rapids office will be closed.

Ruthven, Ia.—F. S. Grange has succeeded E. J. Ruddy as mgr. for the Farmers Incorporated Co-operative Society and is in charge of the elvtr. of the company.

Garden City, Ia.—Henry Miller has bot the elvtr. of the Ostroot Elvtr. Co. and Frank Rhodes is agt.—L. G. Hagen, formerly agt. W. Z. Sharp, Lyons, S. D.

Sioux City, Ia.—F. P. Sides of Sides Brokerage Co. and J. Leopold of Leopold-Hoeze Grain Co. have made application for membership in the Sioux City Board of Trade.

Mapleton, Ia.—We expect to build a 16x20 ft. addition to our elvtr. We have recently also installed an automatic scale.—C. W. Baker, agt. J. L. Bennett Grain & Stock Co.

Pierson, Ia.—We have just held our annual meeting and have declared a 12½% dividend. We made a gain of \$8,262.00 last year.—Wm. Grettenberg, mgr. Farmers Elvtr. Co.

Sioux City, Ia.—Larry B. Longnecker and W. J. Flanagan have formed a company and have taken over the office of Ware & Leland. They will conduct a grain brokerage business.

Panora, Ia.—The Farmers Elvtr. Co. has let contract to the Younglove Construction Co. for a 20,000-bu. wood elvtr. with a 6,000-bu. corn crib in addition. The plant will cost nearly \$6,000.

Lenox, Ia.—The foundations for a 25-h.p. motor have been completed in the new elvtr. of the S. E. Wainwright Lbr. Co. and the power for the house will be changed from gas to electricity.

Little Rock, Ia.—While working around the engine, Mgr. Evert Krominga of the Farmers Elvtr. Co. caught his little finger in the fly wheel, breaking the bone and seriously injuring his hand.

Williams, Ia.—Austin & Hartwig are improving their elvtr. by lowering the driveway, raising one of the cupolas, lowering the bins 16 in. and installing 2 new conveyor belts and 2 new elvtr. legs.

Clare, Ia.—New machinery to be installed in the remodeled elvtr. of the Farmers Elvtr. Co. included new and up-to-date scales and a double dump. A new office of cement blocks will also be built.

Churdan, Ia.—Burglars pried open a rear door of the elvtr. of the Farmers Elvtr. Co. Apr. 20 and gained entrance to the office, where they opened the safe which contained, fortunately, only postage stamps. A few cigars were also taken from the mgr's desk.

Hull, Ia.—The Farmers Elvtr. Co. has put in a 1,500-bu. Fairbanks Automatic Scale, a Constant Manlift, a 15 h.p. Fairbanks Engine and new transmission. The Younglove Constr. Co. did the work.

Aspinwall, Ia.—The Neola Elvtr. Co. will be compelled to move its lumber yard as soon as the C. M. & St. P. gets thru building its new line. The lumber yard will occupy the site of the old R. R. roadbed.

Whittemore, Ia.—The Farmers Elvtr. Co. has let the contract for a 25,000-bu. elvtr. The equipment will include a 2,500-bu. Richardson Automatic Scale. The Younglove Construction Co. has the contract.

Davenport, Ia.—The Interior Elvtr. Co. is remodeling its elvtr. and installing 2 new legs, receiving tank, new sputting throughout and raising the cupola. The Burrell Engineering & Const. Co. has the contract.

Davenport, Ia.—A barn adjoining the elvtr. of the Interstate Grain Co. burned at 10:55 p. m., Apr. 27, and only hard work saved the elvtr., which was on fire several times. The loss, however, only amounted to \$500.

Woolstock, Ia.—F. C. Kitley, Jr., arrived at the home of Mgr. Kitley of the Farmers Elvtr. Co., Apr. 8. He has been given a share in the company's stock and claims the honor of being the youngest grain man in the business.

Delaware, Ia.—Business has been so brisk at this station since the new elvtr. of H. J. Pitcher & Son, of Earlville, was completed, that plans are now being made for an addition to the elvtr., as increased storage will soon be needed.

Lost Nation, Ia.—The C. & N. W. is double tracking and will move our elvtr. about 450 feet. We will arrange to have the driveway on the level and will renail the siding and paint the house—J. H. Phelps, prop., Lost Nation Grain Co.

St. Anthony, Ia.—John Mackin and W. H. Harlan have completed the deal for the elvtr. of the St. Anthony Grain & Stock Co. and now have 2 elvtrs. here, their new elvtr. having just been completed. The price paid for the old house was \$4,700.

Dedham, Ia.—We expect to build a new modern 20,000-bu. elvtr. this summer, on the C. M. & St. P. about a half mile from our present location. We will wreck our old elvtr., which has been in service 32 years.—R. P. Lewer, mgr. B. H. Shute Co.

Fort Dodge, Ia.—The Farmers Elvtr. Co. was organized May 9 and has been incorporated for \$10,000. An elvtr. will be built on the Ft. D.-D. M. & Sou. R. R. and the company will handle grain, feed and coal.—W. W. Sylvester, Bridge & Leonard, Chicago.

Granger, Ia.—The elvtrs. of the Granger Elvtr. Co., of which Geo. and James Hanley, who were killed in an automobile accident near Chicago, July 2, 1912, were owners, have been sold at public auction. The elvtrs. were located here and at Herold.

Paton, Ia.—We will remodel our elvtr., put in a manlift, build an office and install an electric motor. Our company has been incorporated with \$10,000 paid up capital stock. L. M. Hubbard is sec'y and I am pres.—W. H. Hubbard, W. H. Hubbard Grain Co.

Bouton, Ia.—Henry Schnoor, a director of the defunct Farmers Elvtr. Co., bot the elvtr. of the company at the recent sheriff's sale, but it is understood that he will not operate it and that the house has been leased to Wright & McWhinney of Des Moines.

Bradgate, Ia.—Our entire old plant will be wrecked and we have let contract for a new 40,000-bu. elvtr. equipped with 10-h.p. Fairbank Engine, 6x12 cups and a 1,500-bu. Richardson Automatic Scale, to the Younglove Construction Co.—Quaker Oats Co., Chicago.

Rock Rapids, Ia.—The foundation of our elvtr. at this station gave way May 1 and we will probably wreck both of our elvtrs. and replace them with an up-to-date elvtr. on the R. I. We have not made definite plans, however. The wrecked house was full of oats.—Stockdale & Dietz.

The GRAIN DEALERS JOURNAL

Colo, Ia.—Fire that swept the town Apr. 18 seriously threatened the elvtrs. of the Farmers Grain Co. and Frazier & Son, but hard work saved both buildings. The farmers company lost \$1,000 worth of lumber which was stored in one of the burned buildings, the insurance amounting to \$700.

Sioux City, Ia.—We succeeded the Leopold-Todd Grain Co. Apr. 1 and will operate as the Leopold-Hoese Grain Co. Mr. Hoese is located at Merrill and will not take an active part in the business here. I have been mgr. for Mr. Hoese at Merrill for the last 5 years and will be mgr. at this point. We buy grain in carlots and do a general grain business.—Jos. Leopold.

Bagley, Ia.—H. W. Pollock has completed the wrecking of the elvtr. recently purchased and has let contract to G. H. Birchard for a 30,000-bu. steel slab, cribbed elvtr., with concrete basement. The house will be equipped with 20-h.p. oil engine, two stands of elvtrs., corn sheller and cleaner, automatic scale, one wagon dump with double hopper, and wheat cleaning machinery.

Oxford, Ia.—Winfield Jones, who has been associated with his father, E. D. Jones, in the elvtr. business at this point, was instantly killed when his automobile skidded on a muddy road near Marengo. Mr. Jones, his wife and daughter and two friends were returning from a ball game when the accident happened. Mrs. Jones was seriously hurt, but the other occupants of the car were unhurt.

Leland, Ia.—The Farmers Elvtr. Co. has been organized and will be incorporated at once with a capital stock of \$35,000. A new elvtr. will probably be built as soon as possible as the old elvtr. of J. F. Dunbar which burned Feb. 1 will not be rebuilt. Temporary officers are J. C. Charlson, pres.; Lewis Buland, vice-pres.; and O. G. Thune, sec'y. The company expects to begin business July 1.

Burlington, Ia.—Work has been started on a 135 ft. scaffolding which will be used to repair the big brick chimney of the "Burlington Elvtr." operated by the Trans-Mississippi Grain Co. The elvtr. was closed for so long that much of the mortar has fallen from between the bricks and it is feared that the chimney will fall. The 600 h. p. engine that was consigned to the scrap heap has been repaired and polished and is now in use at the plant.

Perry, Ia.—The McColl Lumber Co. has completed its cribbed elvtr. which is on a rat proof concrete foundation and covered with galvanized iron siding and roofing. It is equipped with 20 h. p. motor, No. 34 Western Gyrating Cleaner, No. 24 Western Overblast Corn Sheller, Van Ness Safety Roller Bearing Manlift, rope drive, one stand of elvtrs. with capacity of 1,500 bus. per hour. Connected with the elvtr. by belt conveyors is a 40,000-bu. studded oat house. The R. M. Van Ness Constr. Co. had the contract.

Wall Lake, Ia.—We handled during the year ending May 1, 55,480 bus. of oats, 30,000 bus. of shelled corn and 12,020 bus. of barley, making a total of 30 cars of oats, 20 of corn, and 10 of barley; 2 cars of winter wheat were also shipped out thru the elvtr. We also sold to the farmers 82 tons of various feeds, 20 tons of flour and 150 bus. of timothy seed, 75 of red clover, and 15 bus. of alsike seed. The present elvtr. however is of barn construction and is 25 years old. What we need is an up-to-date elvtr. and feed warehouse.—Wm. Claussen, per E. C. S.

Renwick, Ia.—We will remodel and enlarge our office here, build a new office at Kamrar and install new direct loading spouts and 1,500-bu. Richardson Automatic Scales at both elvtrs. We will also install a new wagon scale at Kamrar and a cup belt at Renwick. At Grandmound we will build new coal sheds and a cement warehouse and at Havelock we will put up new lumber sheds. We will also move the corn cribs at Beaver and remodel and change the office and build a lumber shed. New foundations will be put under the house at Richards and other repairs will be made including a new driveway.—Quaker Oats Co., Cedar Rapids.

Ralston, Ia.—Some one has written the different journals that the farmers are going to build an elvtr. here and contractors are flooding our mail asking us to figure with them. We wish to advise that the farmers have been in business here for the last 7 years and have a complete plant and will do no building this year.—E. L. Kreger, mgr. Farmers Elvtr. Co.

Kellogg, Ia.—T. A. Pfund, mgr. of the Farmers Elvtr. Co., took the available funds of the company and left, Apr. 20, but on May 1 he returned to his home and refunded \$660, which is said to cover his shortage with the company. Paul Paulson is now in charge of the elvtr. and will be acting mgr. until the annual meeting of the company, which will be held in June.

Des Moines, Ia.—The Iowa law specifically requires the sending of a coal ticket and a duplicate thereof with each delivery of coal, charcoal or coke. To comply with this law, it, therefore, becomes necessary to use a triplicate book if the coal office is to keep a record of the delivery. This dept. has to date made 7 prosecutions of dealers for failure to send a delivery ticket and duplicate as required by law and our inspectors have instructions to bring prosecutions wherever this law is not being complied with. In addition to the above 7 cases, 8 prosecutions were brought for the giving of short weight and 1 for failure to sell by weight. Every coal driver must be provided with 2 tickets and dealers should insist on a form of book that has the tickets in triplicate if it is desired to retain a copy of the delivery ticket in the office.—W. B. Barney, State Com'sner of Dairy & Food Com's'n.

KANSAS.

Scottsville, Kan.—The Farmers Union is interested in the elvtr. proposition.

Greensburg, Kan.—H. M. Brown is now mgr. for the Larabee Flour Mills Co.

Downs, Kan.—The recently organized Farmers Elvtr. Co. will build an elvtr.

Newton, Kan.—C. M. Zimmerman will install a No. 8 Boss Car Loader in his elvtr.

Carlton, Kan.—W. T. Hacker is wrecking his elvtr. here and will put up a new house.

Hiawatha, Kan.—I am installing a Richardson Automatic Scale in my elvtr.—H. R. Sheldon.

Hannum Spur (Concordia p. o.), Kan.—Delos Ramsey of Concordia is building an elvtr. here.

Seward, Kan.—Ray Hearn of Macksville is now mgr. for the Farmers Produce & Supply Co.

Kiowa, Kan.—J. H. Nichols will install a safety manlift and two Richardson Automatic Scales.

Belle Plain, Kan.—The Conley Lbr. Co. has bot the lumber and grain business of Clark Knox.

Bluff City, Kan.—I have bot the elvtr. of the Farmers Elvtr. Co. and will operate it.—Chas. Burlie.

Manhattan, Kan.—Chas. Heartburg has succeeded Wm. Reid as mgr. for the Manhattan Mfg. Co.

Murden, Kan.—I am improving my elvtr. and have a new agt., Carl Jockens.—Richard Heinen.

Miltonvale, Kan.—The Farmers Elvtr. Co. is not connected with us in any way.—Miltonvale Grain Co.

Ontario, Kan.—Farmers have organized a farmers union at this station.—J. H. Horlock, agt. W. D. Kuhn.

Hilton sta. (McPherson p. o.), Kan.—The foundation for the elvtr. of the Colburn Mfg. Co. has been completed.

Joy sta. (Greensburg p. o.), Kan.—E. R. Smith of the Joy Grain Co. has bot the interest of C. R. Rixon in the company.

Larned, Kan.—We have increased our capital stock from \$10,000 to \$20,000.—E. Row, Pawnee County Grain & Sply. Co.

Clifton, Kan.—Hiram Hasmussen is now mgr. for the Caywood Grain Co.

Copeland, Kan.—Our company is building an elvtr. at this station.—Agt. for Hugo Elvtr. & Warehouse Co. at Rollo.

Concordia, Kan.—W. H. Beatty, formerly with the Farmers Mill, Elvtr. & Coal Co., is now with the Simonds-Shields Grain Co.

Miltonvale, Kan.—The Farmers Grain Co. is building a 20,000-bu. modern elvtr. The R. M. Van Ness Const. Co. is doing the work.

Hamlin, Kan.—I am remodeling my elvtr. and am installing new machinery including an Avery automatic scale.—Adolph Kanel.

Ontario, Kan.—Farmers are hauling grain out of town this year for first time in this section of Kansas.—J. H. Horlock, agt. W. D. Kuhn.

Nettleton, Kan.—The Farmers Grain & Produce Co. incorporated; capital stock, \$2,500; H. E. Clark and others, incorporators.

Hudson, Kan.—New officers of the Stafford County Flour Mills Co. are: G. Krug, pres.; W. Krug, vice-pres.; and Chas. Duff, sec'y-mgr.

Sylvia, Kan.—The Kansas Grain Co. has been ordered to move its elvtr. from the railroad right of way to make room for a new depot.

Westbrook, Kan.—We will probably install an additional elvtr. leg and possibly a track scale.—Bert Milligan, sec'y-mgr. Farmers Elvtr. Co.

Barnard, Kan.—The Morrison Grain Co. of Kansas City, Mo., is building a 15,000-bu. elvtr. at The R. M. Van Ness Const. Co. has the contract.

Duquoin, Kan.—Will build some new buildings adjoining our elvtr. J. M. Edgar will be mgr.—J. T. Stout, gen. mgr. Deer Creek Elvtr. Co., Deer Creek, Okla.

Ozawkie, Kan.—The Farmers Elvtr. Co. is building a 12,000-bu. elvtr. at this station. A. O. Kendall is mgr.—W. E. M. Fitzgerald, mgr. Meridian Elvtr. Co., Meridian.

Penalosa, Kan.—The Farmers Grain & Merc. Co. has let contract to Morley Bros., Hayden & Plott, for a 16,000-bu. elvtr. on the site of the old house which will be wrecked.

Alton, Kan.—Our new concrete bins will be 24 ft. in diameter and 65 ft. high. We will install 12 in. conveyors, friction clutches, pulleys and belting.—F. W. Gaunt Grain Co.

Barnard, Kan.—The Jackman Roller Mills Co. of Minneapolis, Kan., is repairing its elvtrs. at this station and at Ada. R. M. Van Ness Constr. Co. is doing the work on both houses.

Mullinville, Kan.—The Liberal Elvtr. Co. of Liberal has let contract to the Burrell Engineering & Constr. Co. for a 10,000-bu. cribbed, iron clad elvtr. to be operated by gasoline power.

Simpson, Kan.—The Simpson Grain, Coal, Lbr. & L. S. Co. elected the following officers at its recent annual meeting: J. W. Overman, pres.; I. H. Duffy, sec'y and R. S. Reed, mgr.

Natoma, Kan.—W. F. Rexroat has succeeded me as mgr. for the Farmers Union Shipping Ass'n and I am mgr. of the elvtr. of the Solomon Valley Mfg. Co. at Woodston.—E. C. Parmer.

Little River, Kan.—W. H. Burke is remodeling his elvtr. and will be ready to buy new wheat. I have bot the elvtr. of Geo. Hoffman and will handle grain of all kinds.—H. C. Hodgson.

Osborne, Kan.—The Osborne County Cooperative Ass'n will install electric motors in its elvtrs. at Osborne and Downs. The elvtr. at Downs will also be overhauled.—Solomon Valley Mfg. Co.

Muscotah, Kan.—We are overhauling our elvtr. Officers of the company are T. F. Ryan, pres.; C. E. Miller, treas.; and C. L. Bolen, sec'y.—R. A. Allison, mgr. Farmers Grain, Elvtr. & Supply Co.

Oneida, Kan.—Geo. McFarland is extensively repairing the elvtr. he recently bot at this station. He has installed manlift and made other improvements.—D. S. Coleman, mgr. Farmers Shipping Ass'n.

Salina, Kan.—The Shellabarger Mill & Elvtr. Co. is beautifying the grounds around its elvtr. A small park has been laid out in front of the building and other pleasing improvements will be made.

Plains, Kan.—The Plains Equity Exchange has let contract to the P. H. Pelkey Constr. Co. for an elvtr. to be equipped with a 25-h.p. engine, Richardson Automatic Scale and Fairbanks Wagon Scale.

Courtland, Kan.—The Farmers Union Grain & Supply Ass'n has bot the elvtr. of C. O. Ainsworth. Officers are C. E. Wyman, pres.; John Carlson, vice-pres.; Elmer Sothers, treas. and myself sec'y.—R. M. Glenn.

Woodston, Kan.—E. C. Farmer, mgr. of the Farmers Elvtr. Co. at Natoma, will succeed H. B. Nye as our agt. Mr. Nye having bot an elvtr. at Palmer, will take possession of it May 13.—Solomon Valley Mig. Co., Osborne.

Clafin, Kan.—The Universal Roller Mills have been shut down until May 15 to allow for repairs and the installation of new machinery. Work of wrecking the old elvtr. has been started and a new 50,000-bu. house will be built on the site.

Reserve, Kan.—The elvtr. of James Peterson reported sold to me, was purchased by James Gilmore and myself. Mr. Gilmore will be resident mgr. The headquarters of the company will be at Falls City, Neb. where I live.—A. Maust.

Alton, Kan.—Contract for the 2 new concrete storage tanks of the F. W. Gaunt Grain Co., has been let to Otto J. Lehreck and work has been started. The tanks will have a capacity of 25,000 bus. each and will be completed by June 1.

Lindsey, Kan.—We expect to rebuild our elvtr. and will probably tear down the old house and put up a new one complete, with a capacity of 10,000 bus. We will cover the new house with galvanized iron and install automatic scales.—John Wintersperger, mgr. Farmers Elvtr. & Mill Co.

Ford, Kan.—We have installed a Richardson Automatic Scale in our elvtr. C. E. Stuart formerly mgr. for the Ford Elvtr. & Supply Co., has bot the elvtr. of that company and with his experience and business ability is bound to make a success of it.—E. C. Beauchamp, agt. Kansas Flour Mills Co.

Doniphan, Kan.—My elvtr. will be 14 x 24 ft. and 24 ft. to first plate. The cupola will be 9 x 24 ft. and 16 ft. high. The foundations will be of concrete and the house will be sided and roofed with galvanized iron. There will be a 10 ft. driveway. The R. M. Van Ness Constr. Co. has the contract.—C. P. Carrigan.

Highland, Kan.—I have been mgr. of the four elvtrs. of the John H. Lynds Mill & Elvtr. Co. at this station, Sparks, Marcell and Ratcliffe with headquarters here. After 46 years in the grain trade, Mr. Lynds has decided to retire from the business and will close out his elvtrs. He has sold two of his houses so far.—E. P. Lowe.

Hutchinson, Kan.—We are increasing our mill to about 600-bbls. daily capacity. Have made a small increase of our capital stock of \$15,000, making it now \$50,000. We are interested with the other mills here in the Union Grain Co., recently organized. As yet this company has no elvtrs. It may build or secure a line of elvtrs. later on.—The Monarch Mig. Co.

Zurich, Kan.—E. L. Wentworth, buyer for the Shellabarger Grain Co. of Salina, recently disappeared and a careful audit of his books shows a deficit of \$3,000. It is alleged that he has been issuing bogus checks and depositing them to his credit in the bank. His plan worked until all the grain was shipped out of the elvtr. and the forgeries were then uncovered. In the meantime he got away and has not been located.

Oketo, Kan.—The Oketo Mig. & Elvtr. Co. has let contract to G. H. Birchard for the remodeling of its plant. The elvtr. capacity will be increased from 10,000 bus. to 28,000 bus. and the house covered with iron and painted. A Cornwall Corn Cleaner, standard boot, manlift, distributor and steel spouting will be installed. The work will be finished by June 1.

Zurich, Kan.—The new 18,000-bu. studded, ironclad elvtr. of M. S. Graham has a rat proof concrete foundation. It is equipped with an 8-h.p. Fairbanks Gasoline Engine, one stand of elvtrs. with capacity of 1,200 bus. per hour, rope drive, Van Ness Safety Roller Bearing Manlift, 5-ton wagon scale and 1,000-bu. per hour Richardson Automatic Scale. The R. M. Van Ness Construction Co. had the contract.

Lebo, Kan.—The 18,000-bu. elvtr. of John M. Black is equipped with rope drive, Van Ness Safety Roller Bearing Manlift, No. 9 Bowsher Feed Mill, 500-bu. Western Sheller, 500-bu. Western Gyrating Cleaner, two stands of elvtrs. with capacity of 1,300 bus. apiece. It is supported on a rat proof concrete foundation and is covered with galvanized iron siding. In connection with the elvtr. is a concrete engine room with a 50 h. p. Fairbanks Oil Engine which furnishes power for the city lights as well as for the elvtr. The R. M. Van Ness Const. Co. had the contract.

Topeka, Kan.—The Derby Grain Co., whose headquarters have been at Sabetha for a good many years will open a cash grain office in this city. F. A. Derby the pres. of the company will come to Topeka and C. L. Parker sec'y-treas. will remain in Sabetha and will have charge of the line of elvtrs. The firm has leased the Home elvtr., which has been closed for the past 4 years, from the C. R. I. & P. Ry. and Van Dusen-Harrington Co., and it will be placed in operation before the moving of the spring wheat crop. Offices will be in the New England Bldg.

Osage City, Kan.—The new 18,000-bu. elvtr. of the Osage City Grain & Elvtr. Co., F. M. Miller, Prop., is of studded construction, with rat proof foundation and sided with galvanized iron and roofed with J-M. Asbestos Roofing. The equipment includes a 25 h. p. motor, 500-bu. corn sheller, No. 33 Western Gyrating Cleaner, 1,000-bus. per hour Richardson Automatic Scale, Van Ness Safety Roller Bearing Manlift, with wire cable, one Bowsher Feed Mill, two stands of elvtrs., one with elevating capacity of 1,500 bus. per hour and the other 800 bus. per hour, and rope drive. The house was built by the R. M. Van Ness Construction Co.

Formosa, Kan.—The Jewell County Cooperative Ass'n has recently completed its elvtr. of studded construction, supported by a concrete rat proof foundation, and covered with galvanized siding and roofing. The building is equipped with 15 h. p. gasoline engine, 5-ton dump scale in driveway, 500-bu. capacity hopper scale set above storage plate to weigh grain to cars, one stand of elvtrs. with elevating capacity of 1,500 bus. per hour, a three roller feed mill, rope drive, Van Ness Roller Bearing Safety Manlift, No. 33 Western Gyrating Cleaner. The building is modern in every respect, and the dump bins have a capacity of 1,000 bus. The R. M. Van Ness Const. Co. had the contract.

Topeka, Kan.—The total receipts received by the state grain inspection dept. for March were \$2,132 and the expenses amounted to \$1,652. The following is a detailed account of receipts and expenses at each station: Leavenworth receipts \$681.74, expenses \$85; Wichita receipts \$573.28, expenses \$339.30; Topeka receipts \$339.11, expenses \$142.56; Atchison receipts \$256.28, expenses \$88; Hutchinson receipts \$127.59, expenses \$85; Salina receipts \$152.47, expenses \$117.05; Wellington receipts \$105.84, expenses \$85; Coffeyville receipts \$180.24, expenses \$179.72; Winfield receipts \$28.12, expenses \$28.12; St. John receipts \$3.20, expenses \$3.20; Kansas City receipts \$23.94, expenses \$99.89; Home office expenses \$400.06.

Hutchinson, Kan.—The Union Grain Co. recently incorporated, has opened an office in the Rorabaugh Wiley Bldg. Following are the officers: W. E. Carr, pres.; C. A. Greenlee, vice-pres.; M. Vanmeter, sec'y-treas. Paul Noble of Wichita has been chosen mgr. The new company has made application for membership in the Hutchinson Board of Trade and will build a large terminal elvtr.

WICHITA LETTER.

Governor Hodges will be one of the principal speakers at our mid summer convention.—Jas. H. Sherman, sec'y Board of Trade.

Wilson J. Stevens of the Stevens-Scott Grain Co., has bot a 600 acre ranch 2 miles south of Sharon and will make a specialty of raising white faced cattle. The price paid was \$24,000.

The work of remodeling the exchange floor is progressing nicely. The Orthwein-Matchette Co. will have a new blackboard and my office will include the space now occupied by the cigar stand.—Jas. H. Sherman, sec'y Board of Trade.

The re-organization of the Howard Mills Co. which went out of business a year ago, is being planned and it is hoped that a new company will be ready to take over the plant when the lease of the Wichita Flour Mills Co. now operating it expires in July.

KENTUCKY.

Georgetown, Ky.—We have retired from the grain business.—Gano & Smith.

Maysville, Ky.—John C. Everett & Co. will build an elvtr. on a switch branch of the C. & O. R. R.—A. B. C.

MARYLAND.

Boonsboro, Md.—The Boonsboro Coal & Grain Co. has filed a petition of dissolution.

Sykesville, Md.—We will probably install an attrition mill for feed grinding.—W. R. Kinsey, mgr. Sykesville Lbr., Coal & Grain Co.

Cambridge, Md.—The Cambridge Mfg. Co. has increased its capital stock to \$200,000. The company is in the milling and grain business.

Mt. Airy, Md.—The Mt. Airy Farmers Mig. & Grain Co. will rebuild its mill and elvtr., burned recently.—W. R. Kinsey, mgr. Sykesville Lbr., Coal & Grain Co.

BALTIMORE LETTER.

J. Earry Mahool has been mentioned as a possibility for the office of Collector of the Port of Baltimore.

Walter A. Frey has been admitted to membership in the Chamber of Commerce and the membership of Jarrett N. Gilbert, deceased, has been posted for transfer.—James B. Hessong, sec'y.

The annual "crab feast" of the grain, hay and feed members of the Chamber of Commerce will be held as in the past at Edgewood, the beautiful country place of Harry M. Rever, on the Black River.

We are indebted to Sec'y James B. Hessong for a copy of the 59th report of the Chamber of Commerce, which contains "a list of officers, board of directors, com'tees, act of incorporation and amendments rules, regulations and by-laws and members of the chamber." A handsome engraving of the Chamber of Commerce Bldg. is shown and valuable statistics covering receipts and shipments, prices, etc., are also included.

MICHIGAN.

Athens, Mich.—Frank Bevington has bot the elvtr. of P. I. Simons.

Owosso, Mich.—C. M. Jones has succeeded W. R. Grieve as sec'y-treas. of the Owosso Mig. Co.

MINNESOTA.

Lakefield, Minn.—McGlinn Bros. failed in business at this point.—F.

The GRAIN DEALERS JOURNAL.

Hadley, Minn.—The new Farmers Elvtr. Co. has a capital stock of \$15,000.

Breckenridge, Minn.—I expect to operate the elvtr. of the Farmers Elvtr. Co.—T. F. Donahue.

Rothsay, Minn.—S. E. Skugrud has succeeded Olaf Pearson as mgr. for the Northwestern Elvtr. Co.

Easton, Minn.—A farmers elvtr. company will be formed here to take over the elvtr. of the Easton Grain Co.

Cazenovia, Minn.—We will install an automatic scale for loading cars.—W. J. Dingler, mgr. Cazenovia Elvtr. Co.

Anoka, Minn.—Emery & Howard have dissolved partnership and I am operating the business myself.—W. A. Emery.

Argyle, Minn.—I am the present owner and operator of the elvtr. formerly owned by H. L. Veith & Son.—F. J. Shreck.

Alberta, Minn.—We will make a lot of improvements in our plant during June.—T. M. McLaren, mgr. Farmers Elvtr. Co.

Burr, Minn.—L. J. Nesheim is the new buyer for the Western Elvtr. Co.—Chas. Davin, mgr. Farmers Elvtr. & Supply Co.

Everdell, Minn.—We are installing a saw and wood yard and will build a feed mill.—H. C. Boomgoorden, agt. Amenia Elvtr. Co.

Rothsay, Minn.—The National Elvtr. Co. has taken over the elvtr. of the Interstate Grain Co. and I will remain as agt.—O. Lein.

Okabena, Minn.—The Farmers Elvtr. Co. will build a new elvtr. during the summer. It will be equipped with up-to-date machinery.

Avoca, Minn.—The Farmers Elvtr. Co. incorporated; capital stock \$25,000; incorporators M. H. Rath, A. F. Johnson, T. C. Westby and others.

Vlasaty sta. (Dodge Center p. o.), Minn.—We were not damaged by the recent fire, but will make some improvements in our elvtr.—M. F. Wilke.

Willmar, Minn.—E. B. Page of Leeds, N. D., has bot the elvtr. of Campbell-Hodgson Grain Co. and will operate as Page & Co. L. F. Hodgson will be mgr.

Albert Lea, Minn.—Fire was discovered at midnight, Apr. 27, in the plant of the Albert Lea Flour Mills Co., but was extinguished with a loss of \$5,000.

Blue Earth, Minn.—The Farmers Elvtr. Co. has let contract to the Newell Constr. Co. for an elvtr., coal sheds and warehouse, the plant to be completed July 1.

Marshall, Minn.—Our new equipment will enable us to handle 10,000 bus. of grain per day. We had a big increase in business this season.—Farmers Elvtr. Co.

Kerion, Minn.—Raymond T. Gunderson has bot a half interest in the milling plant of his father, M. T. Gunderson, and they will operate as the Gunderson Mfg. Co.

Porter, Minn.—H. E. Larson, formerly mgr. for the Farmers Grain & Supply Co., has bot the elvtr. of the Western Elvtr. Co. and began operation May 1.—G. O. Miller.

St. Paul, Minn.—The North Central Commercial Club has started a campaign to secure a series of elvtrs. and feed mills in this vicinity and a terminal elvtr. for this city.

Henning, Minn.—We contemplate the addition of three new bins to our elvtr. which will be a greatly needed improvement.—A. Anderson, mgr. Farmers Elvtr. Ass'n.

Brewster, Minn.—The Farmers Elvtr. Co. will build a new elvtr. The Hickok Constr. Co. will do the work. The equipment includes a Richardson Automatic Scale. It will replace the elvtr. burned Jan. 29.

Morris, Minn.—Jas. Wilhelm has never been in the grain business here as listed in the list of Minnesota Grain Elvtr. Operators, but I am operating an elvtr. at this point.—H. O. Eames.

St. Johns, Minn.—I have bot the elvtr. and storage tanks of the Minnesota Western Elvtr. Co. at this station and will operate them myself.—C. J. Imholt, formerly at Hampton, Ia.

Breckenridge, Minn.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of Kelly & Morgan and this station will now have two elvtrs. owned and operated by farmers' companies.—W. F. H.

Shakopee, Minn.—An accident to the big engine in the elvtr. of L. Christian & Co., caused the company to temporarily operate by electricity and the results have been so satisfactory that it may continue its use.

Angus, Minn.—We will put in a new boot tank and change to rope drive in our elvtr. here and will also make other minor repairs. At Barnesville, Minn., we expect to put up a new house.—Duluth Elvtr. Co., Minneapolis.

Duluth, Minn.—E. R. Rehnke who was appointed chairman of the state board of grain appeals, Apr. 30, was tendered a farewell dinner by his many friends on that date and presented with a handsome gold handled umbrella.

Duluth, Minn.—R. G. Cargill, E. M. White and J. B. Becher have been admitted to membership in the Board of Trade. The memberships of Carlisle Hastings and S. S. Cargill have been posted for transfer.—Chas. F. Macdonald, sec'y.

Westport, Minn.—J. A. Osborne formerly agt. for the Lee & Gingery Co. which has been succeeded by the J. Borgerding Co., is mgr. for the latter company. He has bot a new 6 passenger automobile.—O. E. Krueger, agt. Monarch Elvtr. Co.

Fertile, Minn.—We will put in new stone foundations, paint and repair our elvtrs. at Fertile and Gary. At Harold and Sayre we will paint the elvtrs. and at Ulm we will make repairs and also paint the house.—Monarch Elvtr. Co., Minneapolis.

Breckenridge, Minn.—We have let contract to the Hickok Constr. Co. for a 25,000-bu. elvtr. The house will be iron clad and of up-to-date construction with 15 h.p. motor for power. It will be on the G. N. right of way and will cost \$5,800.—W. E. Heathcote, mgr. Farmers Equity & Tradng Co.

Stephens, Minn.—The elvtr. known as the "Stevens Elvtr." is now called the "Mikkelsen Elvtr." We have installed a No. 66 Fosston Cleaner and Separator and will build a new engine room and make lots of other improvements this summer. I have succeeded M. Arneson, who retired, as mgr. I was ass't mgr. for the Farmers Elvtr. Co. at Bisbee last year.—O. Egeland, mgr. for Lars Mikkelsen.

St. Paul, Minn.—A schedule of joint rates for all state traffic as required by the Cashman joint rate law passed in 1913 was issued Apr. 28 by the state railroad and warehouse com'sn. Some of the provisions are as follows: Joint thru rates for carload shipments shall apply via the shortest available route where there are track connections and railroad companies shall absorb all transfer charges. Joint thru rates for 5th class and classes A, B, C, D, E, and for commodity schedules 13, 14, 15, 17, 18, 19, 20, 21, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35 and 36 shall remain on the basis of 85% of the sum of the local rates and shall apply thru all junction points within the state. Each carrier not exempted by this order is required to establish joint rates to apply thru all points of connection within the state. This may be done by naming the rate or providing specific rules to govern in making them.

MINNEAPOLIS LETTER.

The summer home of F. M. Crosby burned Apr. 30 with a loss of \$20,000.

Miss Rose Baldwin, daughter of Dwight M. Baldwin, Jr., was married Apr. 23 to Robert L. Meach.

B. J. Knudson of Sharon, N. D., is on the road for the Quinn-Shephardson Co. He will travel North Dakota.

C. S. Wallace, formerly with the Atwood Stone Co., is now handling barley consignments for The Tenny Co. He will also assist in selling coarse grains of all kinds.

Congressman-at-large James Manahan has announced his candidacy for the office of attorney general. In his notice of candidacy he says: "The legal dept. of Min-

nesota has not for years protected the people of the state from the exploitation of great corporations. I propose to stop the wholesale swindling of both producers and consumers by monopolies in control of terminal markets, by public service corporations in violation of lawful rates or by any other device."

MISSOURI.

Caruthersville, Mo.—The Valley Grain & Elvtr. Co. has bot the elvtr. of Horner Bros.

St. Joseph, Mo.—Wm. Burke, pres. of the F. W. Co., died Apr. 23 at the age of 49.

Clearmont, Mo.—An elvtr. will be erected at this point by G. W. Carter of Hepburn, Ia.

Chilhowee, Mo.—The Equity Union is negotiating for the purchase of the local grain warehouse.

O'Fallon, Mo.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of the Woods & Dunlap Mfg. Co.—Westhoff Grain & Merc. Co.

Carthage, Mo.—H. C. Cowgill, pres. of the Cowgill & Hill Mfg. Co., died May 4, of heart disease.

Shackelford, Mo.—The elvtr. of J. Keith Goodwin, burned Apr. 23; total loss; insurance, \$4,000 on building and machinery, and \$1,000 on stock.

Princeton, Mo.—We will rebuild our warehouse that burned some time ago.—Alley Grain Co., Mercer, Mo.

Centralia, Mo.—D. T. Day of the Day, Crump & Crump Mfg. Co., died Apr. 28. He was widely known by the grain and milling men in central Missouri.

Grant City, Mo.—The elvtr. of J. C. Lutes & Co. has not been completed. J. W. Hull buys grain for the Iowa-Missouri Grain Co. in car lots but there is no elvtr.

Bunceton, Mo.—W. E. Coleman has resigned as mgr. of the Farmers Elvtr. Co. and bot the plant of the Bunceton Roller Mills owned by W. J. Lawson. Mr. Coleman himself will operate the plant.

Concordia, Mo.—We intend to build additional storage room to hold 10,000 bus. and a cement house to hold about 5 cars of cement this spring, in connection with our elvtr.—J. S. Klingenberg & Son.

Rea, Mo.—Our new elvtrs. at this station, Guilford, Ravenwood, Parnell City and Sheridan will be completed by June 1. G. H. Birchard is doing the work on all of them.—Shannon Grain Co., Kansas City.

Mayview, Mo.—We are installing a No. 3 King Car loader at our elvtr. here and at Higginsville, and will also make other improvements. Hugo Bruegganjohn is our mgr. at this station.—A. H. Meinershagen, mgr. Eagle Mill & Elvtr. Co., Higginsville.

Contrary to all reports, no grain elvtrs. are operated at the following stations: Jeffreys sta. (Hickman Mills p. o.), Blythedale, Worth and Andover. At Andover Fred Stanley and the Iowa-Missouri Grain Co. handle grain in car lots and at Blythedale Henry & Buntin are dealers but have no elvtr.

Gentry, Mo.—The Iowa-Missouri Grain Co. has let contract to G. H. Birchard for a 10,000-bu. galvanized steel clad elvtr. with a concrete basement. The equipment will include a Fairbanks Engine and Scales, Richardson Automatic Scale, ear corn elvtr., double dump hopper and a complete cleaning equipment. A similar elvtr. at Worth for the same company will also be built by Mr. Birchard.

Carrollton, Mo.—We have recently installed new wagon scales in our elvtrs. at Carrollton, Mo., and Palemon sta. (Norborne p. o.), Mo.; installed an Avery Automatic Scale and a Clipper Cleaner in the house at Hardin, Mo.; changed from gasoline to electric power at the elvtrs. at Lexington Jct. and Hardin, Mo., and have all our elvtrs. and scales in perfect shape for the new crop.—W. H. Perrine & Co., Chicago.

O'Fallon, Mo.—The Farmers Elvtr. Co. has elected Isaac Madding, pres; J. M. Keithley, vice-pres.; F. J. Dames, sec'y, and myself mgr.—G. M. Muschany.

Conception Jct., Mo.—The P. D. Blake Grain Co. has recently completed a 10,000-bu. elvtr. of studded construction, supported by a concrete rat proof foundation, and covered with galvanized iron siding and roofing. It is equipped for elevating both ear and shelled corn, has a 1,000-bu. automatic scale installed in the cupola, a 4-ton dump scale in driveway, 6 h. p. gasoline engine and Van Ness Roller Bearing Safety Manlift. The R. M. Van Ness Const. Co. had the contract.

KANSAS CITY LETTER.

C. Herbert Benton of the Benton Grain Co. was married May 6 to Miss Tola Towers.

H. L. Stroud has been admitted to membership in the Board of Trade on transfer from W. G. Haseltine.—E. D. Bigelow, sec'y.

I am out of the grain business just now but will be engaged in it again this summer.—Lester Stone, formerly at Lucien, Okla.

The Kansas-Missouri Elvtr. Co. has let a contract to the Stephens Engineering Co. for the building of 40 concrete tanks having a total capacity 1,200,000 bus.

The directors of the Board of Trade have asked the members of the exchange to express their opinions as to the advisability of advancing the com's'n rates on sales of cash corn and oats from $\frac{1}{2}$ c to $\frac{3}{4}$ c per bu.

The recently re-organized Henry Lichtig Grain Co. which has just been incorporated for \$15,000, was forced into liquidation by the action of a Kansas City Bank which withdrew the credit of the company, the assets not being readily available.

Tracy L. Cockle will engage in the grain receiving and shipping business on his own account, with W. D. and R. H. Whitmore. Mr. Cockle has been a cash grain salesman for the terminal elvtrs. for a number of years. The new company will operate as the Whitmore-Cockle Grain Co.

The directors of the Board of Trade have adopted the following resolution which is designed to protect out of town customers of local grain firms while visitors on the floor of the exchange: "Resolved, that members are prohibited from soliciting or doing business with a non-member on the floor of the exchange without first obtaining permission from the member introducing the visitor."

ST. LOUIS LETTER.

The St. Louis Grain Club held its monthly meeting Apr. 23 and discussed the amendments to the rules of the Merchants Exchange in reference to the new corn grades. A number of changes were suggested.

Michael McEnniss, who is the oldest living ex-pres. of the Merchants Exchange, was 88 years old May 1. The directors of the exchange sent him a letter of congratulation and a floral remembrance. He was pres. in 1882, the year of the largest membership the exchange ever had.

E. E. Felkel, pres. of the Farmers Com's'n Co. who was recently expelled from membership in the Merchants Exchange for alleged acts detrimental to the exchange, has lost his suit for an injunction restraining the directors from expelling him, the circuit court having dismissed the case.

On Apr. 30 the Sherry-Bacon Grain Co., one of the oldest firms in this city, went out of business. Jos. Sherry who founded the company died in 1906, and John Rodgers who was a member of the firm died in 1912, leaving Mr. Bacon the only survivor. As he has not had a vacation in 17 years, he has decided to retire from business and take a rest.

Members of the Merchants Exchange are reported to be interested in a movement to change the rule in regard to the delivery of contract wheat by abrogating the 3c penalty on the delivery of hard winter wheat. The present rule has been in effect since 1905, and provides that No. 1 red winter wheat, No. 2 red winter, No. 1 hard

winter and No. 2 hard winter can be delivered on contracts, but when hard winter wheat is tendered 3c per bu. is deducted from the contract price.

MONTANA.

Missoula, Mont.—Farmers are interested in a company to build an elvtr.

Conrad, Mont.—Johnson Grain Co. incorporated; capital stock, \$20,000.

Argus (No p. o.), Mont.—A farmers elvtr. company is being organized at this point.

Grass Range, Mont.—The Farmers Elvtr. Co. is now operating a 25,000-bu. elvtr. at this station.

Hamilton, Mont.—W. F. Spruger has succeeded W. C. Harlan as our mgr.—Hamilton Flour Mill Co.

Glendive, Mont.—The Eastern Montana Elvtr. Co. is said to have installed a 50-bbl. mill in its elvtr.

Christina (Kendall p. o.), Mont.—Steps have been taken to organize a farmers elvtr. at this station.

Plentywood, Mont.—We will overhaul our elvtr. during the summer.—J. V. Pappenfus, mgr. Farmers Elvtr. Co.

Crest Grove, Mont.—The Western Lbr. & Grain Co. is now operating 25,000-bu. elvtrs. at this station and at Suffolk (no p. o.).

Brooks, Mont.—The Farmers Elvtr. Co. of Lewiston and Brooks is operating a 25,000-bu. elvtr. on the Nor. Mont. branch of the C. M. & St. P.

Park City, Mont.—A new mill has just been put into operation by the Park City Mfg. Co. and has a capacity for 3,000 bus. of wheat, with an output of 50 bbls of flour daily.—Occident Elvtr. Co.

Great Falls, Mont.—State Elvtr. Co. incorporated to build, acquire and operate grain elvtrs. and to deal in grain and seeds; capital stock \$50,000; incorporators, T. C. Power and J. Ritter.

Denton, Mont.—We have just built 9 elvtrs. in the Judith Basin along the Lewiston & Great Falls extension of the C. M. & St. P. They are all of the same type having a capacity of 25,000 bus. and are all completed. They are located at Geraldine, Shonkin, Highwood, Hoosac, Denton, Arrow Creek sta. (Stanford p. o.), and at the following stations which have no post offices: Danvers, Coffee Creek, and Square Butte. J. A. Pease, mgr. grain dept. Fisher Flouring Mills, Seattle, Wash.

NEBRASKA.

Superior, Neb.—Elliott & Meyers will install an oil engine.

Boone, Neb.—The Omaha Elvtr. Co. is repairing its elvtr.—J. P. Marrott.

Preston, Neb.—P. S. Heacock & Son are installing a new boiler in their elvtr.

Monroe, Neb.—Farmers are reported to be interested in the erection of a mill and elvtr. here.

Dalton, Neb.—An elvtr. will be built half way between here and Sidney station, according to report.

Uehling, Neb.—The Farmers Co-operative Merc. Ass'n has succeeded the Farmers Grain & Stock Co.

Ulysses, Neb.—Amos Kilgore has succeeded J. N. West as mgr. for the Farmers Grain & Supply Co.

Omaha, Neb.—The M. C. Peters Mfg. Co. will build one or more new buildings, including a bag factory.

Superior, Neb.—We have replaced all our steam power equipment with gas and electricity.—Bossemeyer Bros.

Chappell, Neb.—The Farmers Elvtr. Co. has let contract for a 25,000-bu. elvtr. to the R. M. Van Ness Constr. Co.

Dawson, Neb.—We have sold our elvtr. at this station to Jos. Windle & Son of Salem.—Lynds Mill & Elvtr. Co.

Cedar Rapids, Neb.—The Farmers Elvtr. Co. has let contract to the R. M. Van Ness Constr. Co. for a 25,000-bu. elvtr.

Vesta, Neb.—The Duff Grain Co. has torn down its old elvtr. at this station and is building an up-to-date 15,000-bu. house.

Leigh, Neb.—D. Dunkel is agt. for the Nye Schneider-Fowler Co. at this station, not Fred Dvorak, as has been reported.

Clay Center, Neb.—The recently incorporated Farmers Elvtr. Co. will build an elvtr.—O. L. Campbell, agt. E. Stockham.

Oakdale, Neb.—J. F. Hoagland of Johnson town is now mgr. and Ernest Taverner is ass't mgr. for the Nye-Schneider-Fowler Co.

Laurel, Neb.—We opened our elvtr. for business Apr. 1 and ship all kinds of grain.—A. G. Steckling, mgr. Laurel Mfg. & Grain Co.

Denton, Neb.—H. O. Barber of Lincoln has sold his elevator and residence to Isaac N. Mayer of this city. Possession was given at once.

Greeley, Neb.—The Farmers Elvtr. Co. is building a 15,000-bu. elvtr. with warehouse in connection. The R. M. Van Ness Const. Co. has the contract.

Holmesville, Neb.—Farmers have organized a temporary elvtr. company. Steps will be taken later on to make it a permanent organization.

Cotesfield, Neb.—The Farmers Elvtr. Co. has completed a feed mill and warehouse addition to its elvtr. The R. M. Van Ness Const. Co. did the work.

Kenesaw, Neb.—I have succeeded W. E. Kearney as mgr. for the Koehler-Twiddle Elvtr. Co. Mr. Kearney is out of the grain business.—Otto Ernst, agt.

Verona, Neb.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: J. W. Plumbe, pres., and O. W. Nelson, sec'y-treas.

Wilber, Neb.—Lewis McPherson, formerly agt. for the Central Granaries Co. at Dorchester, has succeeded J. M. Gilmore as mgr. of the Farmers Elvtr. Co.

Belgrade, Neb.—Roscoe Strumbaugh has succeeded Frank R. Van Burin as mgr. for the Trans-Mississippi Grain Co.—O. C. Beauman, mgr. Farmers Grain & L. S. Ass'n.

Nebraska City, Neb.—H. D. Lefevre has bought the machinery of the Gt. Western Cereal Mills and it is thought that he will also buy the plant with the idea of operating it.

Trenton, Neb.—We expect to install a Fairbanks Steel Frame Wagon Scale in our elvtr. here and will paint all our other elvtrs. this spring.—O. M. Kellogg, Benkelman.

North Platte, Neb.—Our recent fire was only a very small blaze in one corner of the elvtr., the fire starting from an engine spark. The loss did not exceed \$10.—C. F. Iddings Co.

Wahoo, Neb.—I have bot out the Cone elvtr. and am going to buy grain.—E. B. Collier. This elvtr. was started by Tremore Cone, but never finished. It will be put into operation as soon as it is roofed and completed.

Ohio, Neb.—The report that I have resigned is incorrect. I am still agt. for Lincoln Grain Co. here. My friends were so anxious to marry me off that they tried to make a squawman out of me.—S. J. Spelde.

Lawrence, Neb.—I am now with the Farmers Union Elvtr. Co. We are building an 18,000-bu. elvtr. which will be up-to-date in every way. We expect to have it finished May 15, and will then close the old house on the Mo. P.—G. A. Hurley. The Van Ness Constr. Co. has the contract for the new elvtr.

Crete, Neb.—The Crete Mills are building an 80,000-bu. receiving and cleaning grain elvtr. It will be of cribbed construction, steel clad and lightning proof and will be operated by electricity. The equipment will include 4 stands of elvtrs. with 7x20 in. cups, R. R. track and wagon scales, double power shovel, car puller and complete cleaning machinery. G. H. Birchard has the contract.

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Bellwood, Neb.—The Farmers Grain Co. will build a 20,000-bu. cribbed steel clad elvtr. with concrete basement, equipped with 1 wagon dump, 1 stand of elvtrs., automatic scale and other machinery. G. H. Birchard has the contract.

Eldorado, Neb.—The elvtr. containing several thousand bus. of wheat, and the lumber yards of the Eldorado Lbr. & Grain Co. burned at 1 p. m., Apr. 30; loss \$30,000. The fire started during the noon hour and the house was a mass of flames when help arrived.

Cedar Rapids, Neb.—We are enlarging our elvtr., increasing the storage from 25,000 to 50,000 bus. All machinery is driven by electric motors and we will have an elevating capacity of 2,000 bus. per hour when all repairs are complete.—Van Ackern Bros.

Auburn, Neb.—Bousfield & Reed will install a 10 h. p. oil engine, Richardson Automatic Scale, wagon scale, manlift, distributor and steel spouting. The driveway will be lowered 7 ft. and a new office built. The elvtr. will receive 2 coats of paint and new roofs. G. H. Birchard will do the work.

Sprague, Neb.—The Farmers Grain & Lbr. Co. is building a 12,000-bu. galvanized steel clad elvtr. with concrete basement. The equipment includes a gasoline engine, Richardson Automatic Scale, 1 stand of elvtrs. and provision made for a cleaner and grinder. G. H. Birchard has the contract.

Wabash, Neb.—The 20,000-bu. elvtr. now being built for the Wabash Grain Co. has concrete basement and hoppers and is equipped with Fairbanks Oil Engine, wagon scales, Richardson Automatic Scale, 1 stand of elvtrs., large double dump hopper and provision made for cleaner when desired. G. H. Birchard has the contract.

Mead, Neb.—I am relieving Henry Hanson temporarily as agt. for Trans-Miss. Grain Co. here. It is rumored that the Farmers Union has put in an application for a site for an elvtr. The 3 elvtr. companies here have offered to sell their elvtrs. but have made no deal so far.—E. A. Ericson, agt. Trans-Miss. Grain Co., Sumner.

Kearney, Neb.—The Trans-Mississippi Grain Co. has sold its terminal elvtr. here to us and has retired from business at this point. J. P. Gibbons, who has managed the business for the past 20 years under the firm names of J. P. Gibbons & Co., the Westbrook-Gibbons Grain Co. and the Trans-Mississippi Grain Co. will continue to manage the business.—J. P. Gibbons, Grain Co.

Adams, Neb.—The elvtr. of the Farmers Elvtr. Co. containing 10,000 bus. of grain, burned at 5 a. m., Apr. 23. The fire is thought to have started in the boiler room. It spread rapidly and the building was a mass of flames when help arrived. The grain, consisting of wheat, oats and a small amount of corn, is a total loss. Loss on the house and contents, \$15,000; insurance, \$13,000. It will be rebuilt as soon as possible.

Hampton, Neb.—The recently completed warehouse and feed mill of the Hampton Elvtr. Co. is of studded construction, 3 stories high, on concrete rat proof foundation, and covered with galvanized iron siding and roofing. It is equipped with a 3-roller feed mill, feed elvtr., 1,220-lb. freight elvtr. running from basement to top floor. Power is transmitted to machinery from elvtr. The R. M. Van Ness Constr. Co. did the work.

Cortland, Neb.—The Farmers Grain & Coal Co. is building a 30,000-bu. elvtr. with concrete basement and hoppers. It is of cribbed construction, galvanized, steel clad and lightning proof with galvanized screened windows. The equipment includes Fairbanks Oil Engine, Wagon and Automatic Scale, Bowsheer Feed Grinder, Barnard & Leas Cleaner, 2 stands of elvtrs. and large concrete dump hoppers. G. H. Birchard has the contract.

OMAHA LETTER.

H. E. Scott will represent the Blanchard-Niswonger Grain Co. on the road.

The office of McCauld-Dinsmore Co. was closed May 1. O. H. Gibbs, mgr., is closing up the business.

The Blanchard-Niswonger Grain Co. has been admitted to membership in the Grain Exchange. The new company now operates the Mid-west Elvtr. at Council Bluffs, Ia.

Sam Pugech, an Austrian who can not speak English, was convicted, May 6, of stealing grain from the elvtr. of the Omaha Grain Co. at Council Bluffs and was fined \$10.

We will spend about \$5,000 on our terminal elvtr. at this market and will also make extensive renewals at most of our country stations.—Nebraska-Iowa Grain Co., W. T. Pool, supt.

Pres. W. J. Hynes has announced that the Grain Exchange will build an 8-story building to cost \$300,000. Work will be started as soon as a location can be decided upon. The building will have a 100 ft. frontage.

NEW ENGLAND.

Hartford, Conn.—Wm. H. Webster has purchased the branch store of the L. C. Daniels Grain Co.

New Haven, Conn.—John E. Lynch now operates the grain and feed business of the late Abner Hendee, and conducts the business as the Abner Hendee Co.

South Paris, Me.—The elvtr. of A. C. Maxim was burned to the ground Apr. 24; loss \$18,000. It is thought fire was started by a spark from a passing train.

Boston, Mass.—Frank J. Ludwig, a director of the Chamber of Commerce, has succeeded Walter M. Lowney on the executive committee, Mr. Lowney having resigned.

Boston, Mass.—Plans have practically been completed for the new Commonwealth Pier No. 1. The pier will be 920 ft. long and 175 ft. wide and will have 8 acres of floor space. On top of the pier shed will be the long grain gallery, which will run to the big elvtr. to be erected by the directors of the port.

Boston, Mass.—M. L. Cushing, H. A. Yeaton, H. J. Wood, W. E. Smith, Revere Kent, D. K. Webster and J. M. Perry have been appointed as a sub-com'ite of the executive com'ite of the Chamber of Commerce, to consider the nature of the demand that the transportation com'ite has been authorized to make on the carriers in reference to the handling of Argentine corn.

Boston, Mass.—Hersey R. Goodwin, 1st pres. of the Chamber of Commerce and an old-time grain merchant, died May 5, at his home in Cambridge, at the age of 78. He became a member of the Corn Exchange in 1869, and was subsequently pres. of that body, under the name of the Boston Commercial Exchange, for 2 years, 1881 and 1882. He took an active part in the organization of the Chamber of Commerce in 1885, and was its first president, serving 2 years. In 1888 he was elected pres. of the Boston Associated Board of Trade, continuing in that office 2 years also.

NEW YORK.

Auburn, N. Y.—We are out of the grain business.—Cady & Co., per S. N. Swartwood, pres.

Batavia, N. Y.—Roberts Bros. Flour Mills Co. incorporated to do a general grain and flour business; capital stock \$100,000; H. F. Roberts incorporator.

New York, N. Y.—G. H. K. White, chief grain inspector of the Produce Exchange, was the happy recipient of a very handsome watch chain, inlaid with a diamond, beautifully inscribed, from the employees of his department on Saturday, Apr. 25, 1914, in commemoration of his 25th anniversary as inspector-in-chief. The grain com'ite of the exchange was also present and thru its chairman, Wm. Riemschneider, presented Mr. White with a set of resolutions adopted by them, expressing their sentiments and congratulations.—W. R.

Auburn, N. Y.—The Dean-Dillingham Co. will erect a new wood and cement warehouse, 36x72x40 ft. at the side of their old one for the purpose of handling hay and grain.

New York, N. Y.—The old and well-known firm of Isaac H. Reed & Co. has been dissolved by mutual consent, owing to the death of James R. Turner who had been senior member of the firm since the death of Mr. Reed.

BUFFALO LETTER.

It is reported that if arrangements can be made with the city authorities for a switch track to a site near the seawall, New York parties will build a 1,000,000-bu. elvtr. here.

The following officers of the Corn Exchange were elected at the recent annual meeting: F. A. McLellan, pres.; H. T. Burns, vice-pres.; Wm. J. Heinold, treas., and Fred E. Pond, re-elected sec'y.

Geo. E. Pierce, mgr. of the Wheeler, Monarch and Evans Elvtrs., was married to Miss Gertrude M. Ferral Apr. 22. Mr. Pierce is also chairman of the transportation com'ites of the Chamber of Commerce and Corn Exchange.

The Connecting Terminal Ry. Co. has let contract to the Monarch Engineering Co. for a 1,048,000-bu. elvtr. of steel and concrete construction to be equipped with the latest grain handling machinery. The elvtr. will replace the house burned Mar. 9 and is to be completed by Nov. 1. Work will be started at once.

Because of no interim between the unloading of the winter storage cargoes and the first arrivals of the spring, the elvtrs. have had no chance for repairs and overhauling is badly needed. In addition to this there is the tug strike and the delay around Buffalo will be considerable, and arrivals are clogging the harbor. At the beginning of this week there was 2,000,000 bushels of grain afloat in the harbor. Altho the construction on the new elvtrs. will be rushed, they will probably not be ready to receive grain before November or later.

The Husted Mfg. Co. sold their feed and milling business in general, including their elvtr. to the Consolidated Mfg. Corporation but did not sell the corporation name of the Nickel Plate Elvtr. Co., therefore the name of this company has now been changed to Superior Elvtr. Co., which company is now erecting a 1,500,000-bu. storage and transfer elvtr. on the Buffalo River as well as on the Buffalo Creek R. R., and it will be able to handle both ex-lake grain and all-rail grain. This elvtr. will be equipped with all modern conveniences such as the latest Improved Hess Drier, bleachers, clippers, cleaners and facilities in general. The grain business carried on at the Superior Elvtr. will be handled by Pratt & Co., the same as they formerly handled their business with the Nickel Plate Elvtr. on the Nickel Plate Road. The house is now in process of being erected. The contractors are now putting in the concrete and the house is progressing rapidly, and expect to be open for business this Fall. The officers of the Superior Elvtr. Co. will be: E. M. Husted, pres.; Riley E. Pratt, vice-pres., and H. F. Keitsch, sec'y-treas.—Pratt & Co.

NORTH DAKOTA.

Thompson, N. D.—M. C. Gaulke is now mgr. for the Farmers Elvtr. Co.

Ryder, N. D.—The elvtr. of the Homestead Elvtr. Co. is closed for the season.

Adams, N. D.—The elvtr. of the Farmers Elvtr. Co. will be extensively repaired and a car pulter will be installed this season.

Dover, N. D.—I. B. Stout has succeeded H. H. Saholt with T. H. Cousins.—A. C. Lundby, agt. Andrews Grain Co., Ypsilanti.

Bloom, N. D.—The Farmers Elvtr. Co. is overhauling and remodeling its elvtr. The Grain Dealers Supply Co. is doing the work.

Knox, N. D.—The Knox Farmers Cooperative Elvtr. Co. will succeed The Knox Farmers Elvtr. Co. July 1.—G. B. Martin, mgr.

Berlin, N. D.—We have sold our elvtr. at this point to Fred Long and the house is closed at present.—Johnson Bros. Elvtr. Co., La Moure, N. D.

Voltaire, N. D.—The elvtr. of the Farmers Elvtr. Co. has been closed for the balance of the season.—Earl Thorpe, mgr. Osborne-McMillan Elvtr. Co.

Sharon, N. D.—H. O. Sorenson, formerly mgr. of the Farmers Elvtr. Co. of Langdon, is now mgr. of the local elvtr. for the Farmers Elvtr. Co. of Hatton.

Edinburg, N. D.—Work on the wrecking of the old elvtr. is progressing rapidly and the new house of the Farmers Elvtr. Co. will be commenced at an early date.

Sharon, N. D.—A. O. Cornwall is putting a new foundation under his elvtr. and making other repairs.—H. O. Sorenson, agt. Hatton Farmers Elvtr. Co. at this station.

Grafton, N. D.—The report that we have the contract for the building of an elvtr. for the Farmers Elvtr. Co. at this point is erroneous.—D. F. Hoag Co., Minneapolis.

Thompson, N. D.—Our officers are H. J. Hjelmsted, pres.; H. O. Thompson, vice-pres.; G. B. Keenan, treas., and M. C. Gaulke, sec'y. and mgr.—Farmers Elvtr. Co.

Pelto sta. (Brocket p. o.), N. D.—The Farmers Elvtr. Co. incorporated; capital stock, \$25,000; John Kyllonen, Mat Knopola, J. Aspman and others, incorporators.

Rugby, N. D.—The Grant Elvtr. Co. will build an elvtr. on a siding 6 miles northwest of here, on the "West Hope" Branch.—L. A. Larson, mgr. Farmers Elvtr. Co., Tunkbridge.

Benedict, N. D.—The elvtr. of the Farmers Elvtr. Co. was recently sold under foreclosure sale. Poor management is said to be the reason for the financial troubles of the company.

Bowman, N. D.—Farmers Elvtr. Co. incorporated; capital stock \$20,000; Chas. R. Ferst, Swartwood, Edw. A. Peterson, Purcell, and others. An elvtr. will be built by the company.

Lisbon, N. D.—New agts. at this station are J. G. Crites for the Gt. Western Grain Co. and P. E. Overland for the Equity Elvtr. & Trading Co.—Wm. M. Jones, mgr. Farmers Elvtr. & Merc. Co.

Kief, N. D.—John Danelenko is now mgr. for the Atlantic Elvtr. Co. The Schmidt & Gulak Elvtr. Co. has installed an 8-h.p. Fairbanks-Morse Kerosene Engine.—W. A. Bokovoy, mgr. Bokovoy Grain & Fuel Co.

Taylor, N. D.—The elvtr. of the Farmers Elvtr. Co. burned at 6 p. m., Apr. 22. The flames spread to the other buildings in the town, including the bank and the hotel; and the total damage amounts to \$100,000.

Dazey, N. D.—Among our North Dakota houses to be painted are the elvtrs. at Dazey, Rogers, McHenry and Binford. We also expect to build new elvtrs. at McArthur and Englevalle in that state.—Monarch Elvtr. Co., Minneapolis.

Minto, N. D.—James Dungar reported as buyer for the International Elvtr. Co. of this city, was one of the victims of an explosion in the Macoun Hotel, Macoun, Sask., which totally destroyed the building and killed 10 people.

Hoving sta. (Milnor p. o.), N. D.—The new 40,000-bu. elvtr. of the Equity Elvtr. Co. will be equipped with a cleaner and automatic scale. The company will also build coal sheds. The Hickok Constr. Co. has the contract.—Farmers Mill & Grain Co., Milnor.

Milnor, N. D.—The new 40,000-bu. elvtr. of the Farmers Grain & Trading Co. will be equipped with cleaner, automatic scale, feed mill and a 25-h.p. Fairbanks Engine. The company will also build coal and flour sheds. F. Buege has the contract.—Farmers Mill & Grain Co.

Honeyford, N. D.—We will paint and make some minor improvements on our elvtr. this summer and are planning on installing a new grain cleaner. We have had a very successful year. The elvtrs. of the Andrews Grain Co. and Monarch Elvtr. Co. are closed.—Wm. W. Erb, mgr. Farmers Elvtr. Co.

The scale inspection work of the Northwestern Coal Dealers' Ass'n will begin June 1 and all dealers are urged by the ass'n to send their orders to the scale inspection dept. promptly. The dept. charges \$3.50 for testing a wagon scale, \$2.50 for hopper scale and 75c per hour for making repairs and adjustments.

Maddock, N. D.—We will build new coal sheds as soon as the company sells one of its elvtrs. H. C. Westby is agt. for C. H. Sheldon. The Gt. Western Elvtr. Co. will repair its elvtr. O. I. Wold is agt. The elvtr. of the Acme Elvtr. Co. has been closed for the season.—C. H. Thlen, agt. Farmers Grain, Stock & Fuel Co.

Mohall, N. D.—We will paint our houses at Mohall and Backoo, N. D. and put in new boot tank and stone foundation at Cummings. This elvtr. and the house at Thorne will be generally overhauled and both will be painted. At Cando we have put in a cleaner and made other repairs and will also paint and overhaul the elvtr. at Dwight, putting it on a new stone foundation.—Duthul Elvtr. Co., Minneapolis.

OHIO.

Ft. Loramie, O.—John Bramlage will build an elvtr. at this point.

Atlanta, O.—I am building more bin room here.—Chas. E. Groce, Circleville.

Johnstown, O.—Babcock Bros. have succeeded us at this station.—H. D. Ashbrook Co.

Elgin, O.—I have just installed a 20 h.p. Fairbanks Morse Oil Engine.—H. G. Pollock.

Cleveland, O.—The Star Elvtr. Co. has installed a gas engine to replace its steam power.

Wickliffe, O.—The Wickliffe Sply. Co. has recently erected a new warehouse and feed mill.

Pomeroy, O.—Loff Jacobs has installed hopper scales, a receiving separator, and a receiving elvtr.

Oakwood, O.—We are building a warehouse 25x70 feet and putting in steam power.—W. H. Hill.

Urbana, O.—The hay sheds of Young & Son burned Apr. 25; loss \$800; no insurance.—W. A. Woodward.

Plain City, O.—J. C. Elliott is out of business here. Thos. Fees & Son are the millers here now.—B. E. Thomas.

Bellville, O.—John D. Shaeffer has bot the elvtr. of Frank Shafer and will make repairs in June.—S. N. Ford & Co.

Marshallville, O.—John Goldsmith has bot the plant of Hubbs & Co. and is operating the business.—Smith & Edwards.

New Holland, O.—I am installing a larger engine in my elvtr. and building new coal bins.—Chas. E. Groce, Circleville.

Monroeville, O.—Having sold our other elvtrs. we are now operating only our elvtr. at this station.—E. W. Armstrong Co.

Woodland, O.—O. P. Lennox has completed the remodeling of his elvtr. The Burrell Engineering & Constr. Co. did the work.

Van Wert, O.—Having bot the elvtr. of E. C. Fisher, I am now located here.—W. C. North, formerly of North Bros., Pleasantville.

Horton sta. (West Mansfield p. o.), O.—The Horton Elvtr., owned by W. F. Sackett, will be remodeled. G. W. Donehoo will do the work.

Ashville, O.—The Teegardin Grain Co. has sold its elvtr. to the Ashville Grain Co. The price was \$24,000.—Chas. E. Groce, Circleville.

Sonora, O.—The elvtr. of J. & J. Leas of West Manchester, at this station, is being remodeled. G. W. Donehoo has the contract for the work.

Havanna, O.—We have just bot the elvtr. at this station from the E. W. Armstrong Co. and also the elvtr. at Pontiac. Chas. Baker, one of our men at Bellevue, will be mgr.—Irvin T. Fangboner, pres. Irvin T. Fangboner Co., Bellevue.

Middlepoint, O.—I have just installed a new ear corn loader and No. 16 Clipper Cleaner to replace the machines wrecked by the Penn. Co.—H. G. Pollock.

Ashville, O.—I have taken out the boiler and engine and installed 2 large dynamos in my elvtr. The power will be furnished by the Scioto Valley Traction Co.—Chas. E. Groce, Circleville.

Milton Center, O.—Efforts are being made to organize a co-operative elvtr. company to take over the house formerly operated by H. Hartman and the property of the defunct Custar Bank.

Pataskala, O.—The Farmers Exchange Co. has succeeded us at this station. We own and operate the mill and elvtr. at Granville and merely have an office here now.—H. D. Ashbrook Co.

Zanesville, O.—J. W. Small has been succeeded by J. G. Underwood, my son-in-law and my son B. F. Peters who operate as Underwood & Peters. I have practically retired.—C. D. Peters.

Columbus, O.—Frank Tanner, of Mansfield, O., who was elected sec'y of the Ohio Millers' Assn. at its recent convention, will move to Columbus and open headquarters for the ass'n here.—C. C. J.

Carrothers, O.—Friedley Brothers are erecting a large feed and hay warehouse adjoining their elvtr. It will be 30x70x25 ft. The firm has just installed a 9-h. p. gasoline engine in its elvtr.—C. C. J.

Lima, O.—Hyman & Levy have bot the elvtr. of Andrew Ringlein & Son and they will also operate the elvtr. at Frentiss after May 15, Chas. Ginder remaining as mgr.—Stiefel & Levy, Fort Wayne, Ind.

Ashville, O.—The Ashville Grain Co. has let contract for a 30,000-bu. cribbed elvtr. to be equipped with sheller, cleaner, cracked corn grader, etc. The Burrell Engineering & Constr. Co. will do the work.

The Grain Dealers Protective Ass'n at a recent meeting decided to change to its old name again and is now the Miami Valley Grain Dealers Ass'n.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n, Columbus.

Grand Rapids, O.—Grand Rapids Farmers' Grain Co. incorporated; capital stock \$10,000; Wm. Katon, Frank L. Sheats, J. L. Baumberger, L. H. Shesley, Charles Strayer and Emil D. Gref, incorporators.—C. C. J.

Tobias, O.—H. A. Holdridge, who recently moved here from Saunemin, Ill., is the new owner of the local elvtr. He has also acquired 7,000 acres of land at this point, which will be cultivated by himself and sons.—C. C. J.

The Western Ohio Grain Dealers Ass'n went out of existence about 3 months ago and has been succeeded by the Buckeye Grain Ass'n, this ass'n being affiliated with the state ass'n.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n, Columbus, O.

Circleville, O.—We will let the contract for a 50,000-bu. elvtr. next week. The equipment will include a No. 3 sheller, two dumps, one 12" and one 10" elevator, a corn and a cob separator, two 20 h.p. alternating motors and one wheat receiving separator.—C. E. Sears & Co.

Carroll, O.—J. P. Gundy & Co.'s 50-bbl. mill, 20,000-bu. elvtr. and hay sheds burned Apr. 25, 1 p. m. The cause is unknown. The fire started on the 3rd floor of the mill and a strong south wind drove it into the elvtr. 50 ft. away. The mill and contents were insured in the mill mutuals for \$9,000; the elvtr. and hay shed for \$5,000. Both are a total loss. The elevator and hay barn will be rebuilt.

CINCINNATI LETTER.

Henry Weber, of the H. Weber Co., dealers in grain and hay, died recently at the age of 69. Mr. Weber had been in the grain business on his own account for 35 years. Prior to that time he was in the same business operating as Strong & Weber. He had been a member of the Chamber of Commerce for 40 years, and was one of the oldest members on 'change.—S.

The GRAIN DEALERS JOURNAL

Frank A. Granger, uncle of Dan B. Granger, who has just entered the grain business on his own account, died recently.

Wm. Klein will be mgr. of the retail business of the Union Hay & Grain Co. and Ed. Smith will have charge of the wholesale end of the business.

The convention fund of the Chamber of Commerce has reached \$35,000 and the \$100,000 mark is in sight. The entire amount will be used by members of the exchange in boosting conventions in the "Queen City."

John Woodin, who has been on the road for the Union Hay & Grain Co. for many years, is now traveling representative for Quillan & Co. and C. E. Nippert, who was also with the firm for a long time, is now with the Early & Daniel Co.

Pliny Gale is busy at present getting together a baseball nine from the rank and file of the grain and hay traders while Albert Hess is making one up from the members of the inspection dept. A matched game will be played by the teams on June 6 at the East End Ball Park.

TOLEDO LETTER.

Sec'y Chas. Quinn of the National Grain Dealers Ass'n has recovered from his recent serious illness and is again at his desk.

O. W. Randolph has been admitted to membership in the Produce Exchange on transfer from D. B. Noyes, whom he succeeds as mgr. of the Central Grain Co., which operates the Clover Leaf Elvtr.

Friends and members of the Produce Exchange tendered a banquet May 9 to Fred W. Jaeger and Chas. S. Burge who will sail on the 14th for a 3 month tour abroad and to Henry L. Goemann who expects to move his office to Mansfield shortly after the first of June. F. O. Padlock, Pres. of the exchange, presided as toastmaster.—K. D. Keilholtz, Southworth & Co.

The Pittsburg office of the Goemann Grain Co. has been closed and will with the business of this office be consolidated with the Mansfield office at Mansfield, probably during June. The matter has not been definitely arranged and the move will not be made until an office is built. Mr. Goemann is a member of the governing com'ite of the Chamber of Commerce and will resign his office.

OKLAHOMA.

Addington, Okla.—S. L. Hollister is now in the grain business at this station.

Thomas, Okla.—The Thomas Mfg. Co. is installing new machinery and painting its plant.

Madill, Okla.—The new warehouse for the Marsh Mfg. & Grain Co. has been completed.

Huffine (no p. o.), Okla.—Our new elvtr. here will have 10,000 bus. capacity.—Huffine & Co., Frederick.

Mountain Park, Okla.—A. J. Beardin has bot up all the stock in the "Red" Elvtr. and is now sole owner.

Eagle City, Okla.—The Farmers Union is expecting to scoop here this summer.—A. R. Smith, Thomas Mfg. Co.

Snyder, Okla.—H. S. Lewis and J. J. Wallace have bot an old warehouse here and will remodel it into an elvtr.

Clinton, Okla.—The Chalfant-Nelson Co. is installing a Hall Signaling Distributor. Godfrey & Son are doing the work.

Marshall, Okla.—We are painting our elvtr. and installing a 1,000-bu. Richardson Automatic Scale.—Pearson & Hayton.

Deer Creek, Okla.—We now have a force of men at work repairing our elvtr.—J. T. Stout, gen. mgr., Deer Creek Elvtr. Co.

Weatherford, Okla.—The Weatherford Mfg. Co. will build several elvtrs. and will increase the capacity of its plant. The elvtr. at Indianapolis, Okla., will also be overhauled. Godfrey & Son will do the work.

Tyrone, Okla.—Bolin-Hall & Co., of Liberal, Kan., have let contract to the P. H. Pelkey Constr. Co. for an elvtr. here.

Lucien, Okla.—I have not sold my elvtr. here and will open it as soon as the new crop begins to move.—Lester Stone, Kansas City, Mo.

Nardin, Okla.—T. J. Straughn will be mgr. for the Blackwell Mill & Elvtr. Co.—J. T. Stout, gen. mgr., Deer Creek Elvtr. Co., Deer Creek.

Harrah, Okla.—A. J. Harder handles grain, feed and hay at this station but there is no elevator, or any prospects of one.—J. H. Beal.

Waynoka, Okla.—We will install a new scale and engine in our elvtr. Geo. Marsh will be mgr.—J. T. Stout, gen. mgr., Deer Creek Elvtr. Co., Deer Creek.

Yukon, Okla.—John Pettegrew has applied to the C. R. I. & P. Ry. for a lease on its right-of-way on which he intends to erect a grain elvtr. and feed mill at once.

Hennessey, Okla.—The plant of the Star Mill & Elvtr. Co. has been closed for repairs. A large boiler and dust collector will be installed and minor improvements made.

Medford, Okla.—We will install a new engine and remodel our elvtr. at this station. R. F. Montgomery will be mgr.—J. T. Stout, gen. mgr., Deer Creek Elvtr. Co., Deer Creek.

Breckinridge, Okla.—W. A. Hays of Blackwell, is building a 10,000-bu. elvtr. here and will have it completed in time for the new crop.—R. M. Raulston, agt. Blackwell Mill & Elvtr. Co.

Afton, Okla.—We have sold our elvtr. at this station to the Lipscomb Seed & Grain Co. of Liberal, Mo. and it will be overhauled and repaired by its present owners.—Oswego Seed & Grain Co., Oswego, Kan.

Lahoma, Okla.—The elvtr. of the Lahoma Grain & L. S. Co. has been remodeled. The old siding was taken off and replaced with ship lap covered with galvanized iron. Other repairs are being made. Godfrey & Son have the contract.

Clinton, Okla.—We are repairing our elvtrs. here and at Bessie. We have established grain buying stations at Willow, Elmer, Texola, Olustee and Manitou for the handling of the wheat crop.—R. S. Nelson, Chalfant-Nelson Grain Co.

Nardin, Okla.—We will rebuild our elvtr. at this station and install new machinery and automatic scales. The buildings will be covered with galvanized weather board siding. Sid Crain will be mgr.—J. T. Stout, gen. mgr., Deer Creek Elvtr. Co., Deer Creek.

Hydro, Okla.—McCafferty & Thorp have just completed a 15,000-bu. elvtr. equipped with double dumps, Western Combination Sheller, Invincible Cleaner, Richardson Automatic Scale and a 25 h.p. Fairbanks-Morse Gas Engine. Godfrey & Son had the contract.

Loveland, Okla.—Work has been started on the new 6,000-bu. elvtr. of the Frederick Grain Co. at this station. The house will be equipped with the controllable dump, 8 h.p. Fairbanks-Morse Engine and 1,000-bu. Richardson Automatic Scale. Godfrey & Son are doing the work.

Blackwell, Okla.—We are re-building and repairing our elvtrs. at the following stations: Okeene, Ames, Drummond, Breckinridge, Ellis, Salt Fork, Lamont, Braman, Deer Creek, Nardin, Clyde and Gibbon, Oklahoma. We are also building a \$5,000 two-story warehouse at this station.—Blackwell Mfg. & Elvtr. Co.

Enid, Okla.—We are busy overhauling and repairing all our elvtrs. due to the present indications that the growing crop will tax them to their capacity. We are giving special attention to hopper scales so that we may be absolutely certain of what is loaded into each car. The work is under the supervision of J. T. Langford who has been with us for 10 years.—Randels & Grubb.

Fay, Okla.—The Geo. Koch Grain Co. of Wichita has bot the elvtr. of the Farmers & Merchants Elvtr. Co. which failed some time ago. The new company will remodel the house and put it into operation for the new crop. Mr. Koch has also bot a half section of land in the Canadian bottom about 2 miles south of here which with his other land holdings fully entitles him to the name of "farmer."—B. of T.

Onyx sta. (Douglas p. o.), Okla.—We have built a feed room addition to our elvtr., installed new distribution spouts and completed repairs ready for the new crop. Randels & Grubb have put in new driveway approaches to their elvtr. and have repaired and put it in first-class condition. The Choctaw Grain & Elvtr. Co. has completed repairs and is ready to handle a good sized crop.—Pearson & Hayton, Marshall.

Oklahoma City, Okla.—The headquarters and meeting place of the Oklahoma Grain Dealers Ass'n, at its annual convention May 19 and 20, will be the Skirvin Hotel. Sec'y C. F. Prouty is urging all grain dealers to be present and to study the subjects for discussion among which will be: Compensation for Labor Cooperating Cars. Federal Corn Grades and their application to Oklahoma. Railroad's Proposed Charge for Spotting Cars. Meaning and Force of the Conditions Printed on Back of Shipper's Order Bill of Lading. Threshermen's Lien Law. The Common Enemy and Pure Seed Wheat.

OREGON.

Kingston, Ore.—N. Geymer will put in a small elvtr.—O. M. Baker, agt. Albers Bros. Mfg. Co.

Portland, Ore.—We have taken out loading out spout which ran direct from head house to tower on dock and have built bridge from 4th floor of head house to tower on dock, carrying 36 in. belt conveyor, have 19 in. round iron spout from tower to ship, which is in 2 parts (telescope) total length about 80 ft. Our average run loading is now about 500 tons an hour but our capacity is greater than this.—J. H. Noyes, mgr. California & Oregon Grain & Elvtr. Co.

PENNSYLVANIA.

Glenmore, Pa.—We have built a 20,000-bu. elvtr. and have installed a cleaner, 10-h. p. gas engine, sheller and elvtr.—D. G. Byerly & Son.

Bird-in-Hand, Pa.—H. Ressler, prop. of the roller mills at this station, contemplates building a 20,000-bu. steel storage grain bin.—J. R.

Pittsburg, Pa.—G. & C. McCune have moved into the offices vacated by the Goemann Grain Co. They were in their old quarters in the Wabash Bldg. for over 20 years.

Pittsburg, Pa.—The office of the Goemann Grain Co. in this city has been closed and the business will be consolidated with that of the Toledo office which will be moved to Mansfield, O.

PHILADELPHIA LETTER.

Wm. T. Wills, Frank E. Marshall and the Philadelphia Seed Co. Inc. have applied for membership in the Commercial Exchange.

W. Young will be mgr. of the Penna. Ry. Co.'s big Girard Point Elvtr., which is now practically ready and will be opened for business in a few days.

Wm. L. Bear, pres. of W. L. Bear & Co., which was forced into bankruptcy, Dec. 4, was indicted May 4 by the grand jury on three counts alleging embezzlement.

SOUTH DAKOTA.

Tyndall, S. D.—The Tyndall Mfg. Co. has traded its plant for land in Illinois.

Roscoe, S. D.—No firm at this station is operating as the Horner Mill Co.—P. M.

Wessington Springs, S. D.—Walter Hyde has bot the elvtr. of the Faust Elvtr. Co.

Lemmon, S. D.—The Farmers Elvtr. Ass'n has been organized at this station.

Ravinia, S. D.—John H. Bundy has resigned as mgr. of the Farmers Elvtr. Co.

Wagner, S. D.—The elvtr. of M. Wollman was closed May 1 and will not be reopened till Aug. 1.

Sioux Falls, S. D.—The Gould Grain Co. has opened an office in this city with E. Wilbur Hyde in charge.

Lyons, S. D.—The elvtr. of W. Z. Sharp was closed for the season Apr. 1.—E. A. Bervin, agt. Lyons Grain Co.

Ortley, S. D.—Henry Morgan is the new agt. for the Geo. C. Bagley Elvtr. Co.—V. L. Barnum, mgr. Farmers Elvtr. Co.

• Hetland, S. D.—We have bot the elvtr. of the Western Elvtr. Co. at this station.—Geo. P. Sexauer & Son, Brookings.

Warner, S. D.—The elvtr. of the Empire Elvtr. Co. has been closed for the season.—C. J. Hageboom, sec'y Farmers Elvtr. Co.

Marvin, S. D.—We are planning on building corn cribs to handle ear corn.—J. H. Jorgeson, mgr. Farmers Grain & Merc. Co.

Wessington, S. D.—We have bot the elvtr. of the Ostroot Grain Co. at this station.—Geo. P. Sexauer & Son, Brookings.

Badger, S. D.—The Farmers Elvtr. Co. is putting in a new leg and rope drive. The Grain Dealers Supply Co. is furnishing the supplies and doing the work.

Heaton (no p. o.), S. D.—M. King of Sioux City, Ia., expects to begin the erection of a 20,000-bu. modern elvtr. here. It will be the first and only elvtr. at this station.

Ben Clare sta. (Valley Springs p. o.), S. D.—Work has been started on the wrecking of the elvtr. of L. B. Spracher & Co. of Sibley and a new house will be built on the site.

Ferney, S. D.—We have installed a new engine in our elvtr. here and will put automatic scales in the elvtrs. at Ellis, Stratford and Groton.—W. L. Cook, mgr.-treas., Ferney Farmers Elvtr. Co.

Plana, S. D.—We will paint our elvtr. and put in a new foundation. The elvtr. of the Cargill Elvtr. Co. has been sold to independent parties and it will be remodeled.—W. E. Smith, mgr. Farmers Elvtr. Co.

Jefferson, S. D.—Wm. Radigan has succeeded V. M. Johnson as mgr. for the Tiedman Elvtr. Co. at this station, Mr. Johnson having retired from the grain business.—R. D. Arthur, agt. J. J. Mulaney.

Lake Preston, S. D.—We have bot the elvtr. of the Western Elvtr. Co. at this point and will wreck it at once having let contract for a 30,000-bu. up-to-date house to be built on the site.—Geo. P. Sexauer & Son, Brookings.

Hecla, S. D.—Work is progressing rapidly on our new elvtr. which we hope to have finished by June 1. Our officers are H. Donovan, pres.; C. H. Lampert, vice-pres.; D. T. Lane, treas. and C. McGinitle, sec'y.—Chas. W. Eastee, mgr. Hecla Elvtr. Co.

De Smet, S. D.—The Farmers Co-operative Ass'n has let the contract for a 40,000-bu. elvtr. The equipment will include Monitor Cleaner, Fairbanks Hopper and Wagon Scale and a 20-h. p. Fairbanks Engine. The Younglove Const. Co. has the contract.

Sioux Falls, S. D.—Wm. Buttschau has bot the interest of A. Rothschild, formerly sec'y-treas. of the German Grain Co., in the company. Mr. Rothschild has gone to Davenport for a time but will be back in the game before another crop.—W. R. Vye, Quinn Shepherdson Co.

Beresford, S. D.—We have had our annual meeting and elected N. Johnson pres.; M. Eneboe, vice-pres., and A. A. Tuttland, sec'y. We declared a 25% dividend; have a working fund of \$7,000, and handled 558,000 bus. of grain last year. We will build a new office this summer.—E. C. Morrill, mgr. Farmers Elvtr. Co.

Bridgewater, S. D.—D. M. Hofer, mgr. of our company, has sold his interest in the grain business to S. S. Glanzer and D. S. Glanzer who are his successors. This company is now operating houses at Bridgewater, Emery and Dolton. Mr. Hofer has decided to move to Chicago.—Hofer & Tscheeter Grain Co.

Sherman, S. D.—We have painted our elvtr. and office a light slate color and have hopped two of our flat bottomed bins, for convenience in loading out. The elvtr. and annex of the Thorpe Elvtr. Co. have been painted red and the company has installed a 6-in. steel, direct loading spout.—P. Vanderberg, mgr. Farmers Elvtr. Co.

Geddes, S. D.—The charred, bodies of Mr. Wm. H. Menzie and Miss Blanche Signal, bookkeeper for the Farmers Elvtr. Co., were found in the ruins of the office building of the company burned Apr. 17. The mgr. had been shot thru the brain and the young lady had died from a fractured skull caused, according to the coroner, by a blow from a blunt instrument. Public opinion is divided between the murder and murder and suicide theories. The company is said to have been in financial difficulties and many people are of the opinion that when the young bookkeeper found irregularities in the accounts of the mgr. and refused to cover them up, he killed her, set fire to the building and shot himself. Witnesses at the inquest testified that the fire was discovered at 11:50 p. m. and that when they arrived at the elvtr. the office door was locked. Others believe that the victims were slain by robbers and the plant set on fire to cover the crime.

SOUTHEAST.

Savannah, Ga.—The appointment of a hay, grain and flour inspector has been authorized by the city council.

Lynchburg, Va.—The general distributing and jobbing business of Jennings, Owen & Jennings, will be taken over by T. A. and Clyde Jennings, who will operate as T. A. Jennings & Sons.

Huntsville, Ala.—The report that A. G. DeMasters and myself had bot the grain and flour business of W. J. Bennett & Co. was a mistake. I have been contemplating going into the grain and feed business and may yet do so.—H. J. Certain.

Lynchburg, Va.—John T. Owen and W. Carey Barker, Jr., have bot the entire brokerage business of Jennings, Owens & Jennings, Inc., and May 1 opened an office in the 1st Natl. Bank Bldg., operating as Owen & Barker. The new firm will do a strictly brokerage business in grain, hay and feed.

TENNESSEE

Little Lot, Tenn.—The mill and elvtr. of W. E. J. Barnes burned Apr. 19 with a total loss. The blaze was caused by the partial collapse of the smokestack. Insurance \$500. A small amount of grain was burned.

Nashville, Tenn.—The annual election of the Grain Exchange was held Apr. 1 and the following officers were chosen: E. M. Kelly, pres.; R. W. Hale, 1st vice-pres.; R. H. McClelland, 2 vice-pres.; C. E. Rose, J. W. Kerr, W. R. Tate, R. H. Worke and F. E. Gillette, directors.

Nashville, Tenn.—Members of the Grain Exchange tendered Alex C. Harsh a farewell banquet at the Commercial Club, Apr. 27. Mr. Harsh has long been a member of the exchange and has served as a director for a number of terms. He has decided to leave "The City of Opportunity" and will continue the grain business in St. Louis. I. T. Rhea in behalf of the exchange presented him with a silver pitcher suitably engraved.—W. R. Cornelius, sec'y-treas. Board of Trade.

TEXAS.

Truscott, Tex.—C. L. Ledwig is building an elvtr. here. The P. H. Pelkey Constr. Co. has the contract.

Gatesville, Tex.—We will build an elvtr. here this season.—Carlton & Schley.

Fort Worth, Tex.—We have just completed our 200,000-bu. plant, which is fireproof thruout and of steel and concrete construction.—Bewley Mills.

Galveston, Tex.—E. J. Becker, supt. of the Texas Star Flour Mills, is recuperating from a long illness at Mineral Wells. He does not expect to get back to his desk before July 1.

Dallas, Tex.—We are pushing the work on our new 350,000-bu. fireproof elvtr. and expect to have it completed by the time new grain moves.—Stanard-Tilton Mfg. Co., St. Louis, Mo.

Galveston, Tex.—The A. T. & S. Fe R. R. has purchased ground here for extensive terminals which will include a large modern elevator with all facilities for conditioning country shippers grain for export.

Fort Worth, Tex.—The annual meeting of the Texas Grain Dealers Ass'n will follow the Oklahoma session, being held on the 21 and 22 of this month. All dealers are urged to make arrangements to attend both meetings.

Dallas, Tex.—J. J. and A. G. Knight formerly of the Knight-Steger Grain Co., have organized the Knight Bros. Grain Co. and will build a 75,000-bu. elvtr. and a feed mill of 7 cars capacity per day. The company is capitalized at \$45,000.

Galveston, Tex.—The Sunset Elvtr. which was partially destroyed by an explosion Mar. 30 has been repaired and is again in first class condition. We have 4 elvtrs. here with a total grain capacity of 3,500,-000 bus.—H. A. Wickstrom, chief grain inspector Board of Trade.

UTAH

Garland, Utah.—The Garland Mfg. Co. has been reorganized. New officers are John P. Hollingreen, pres.; M. H. Willing vice-pres.; F. Allen, sec'y and E. Rock, treas.—J. H. Willing, mgr.

WASHINGTON.

Bell sta. (Rockford p. o.), Wash.—The elvtr. here was built by the farmers last fall. Wm. Bell is pres. and J. J. Gockel mgr.—Union Flour Mills, Bell.

WISCONSIN.

Greenwood, Wis.—The Greenwood Roller Mills is putting in a new Unique Attrition Mill.

Marshall, Wis.—We have leased the elvtr. owned by the Milwaukee Elvtr. Co.—Wilbur Lbr. Co.

Dundas, Wis.—Emil Frantz has bot the local elvtr. and will operate it in connection with his lumber yard.

Gays Mills, Wis.—We have leased the business formerly conducted by Atwood & Haggerty.—Norwood & Norwood.

Silver Lake, Wis.—We will enlarge our feed plant to the extent of four or five carloads at this station.—Wilbur Lbr. Co.

Darien, Wis.—Will and Jess DeLong have bought a half interest in the elvtr. of J. B. Johnson & Sons and will take possession Sept. 1.

Superior, Wis.—The Belt Line Elvtr. "M." burned Apr. 26, will be rebuilt this summer, but will not have as large a capacity as the old house.—H. E. Emerson, chief grain inspector, Duluth.

Watertown, Wis.—The elvtr. of the Watertown Grain Co. was struck by lightning at 9 p. m., Apr. 24, and the building broke into flames inside and out. Hard work however saved the house. Damage to machinery, grain and the building, \$4,000.

Grand Rapids, Wis.—McKercher & Rosier are building a 30,000-bu. cribbed elvtr. It will be equipped with an Invincible Cleaner, 2 pair high No. 9 mill, one 20-h.p. motor to drive attrition mill and 2 platform, and one hopper scale and 2 stands of elvtr. legs.

Lake Geneva, Wis.—We have erected a building that will handle from 12 to 15 carloads of feed and have added this line to our business at this station.—Wilbur Lbr. Co.

Superior, Wis.—The Belt Line Elvtr. burned Apr. 25, which has been reported as having been taken over by us was still the property of the Belt Line Elvtr. Co. at the time of the fire and was being operated by them.—Cargill Elvtr. Co., Minneapolis, Minn.

Superior, Wis.—Magnus T. Carlson, a Minnesota grain inspector, has brot suit for personal damages amounting to \$20,000 against the Superior Terminal Elvtr. Co. and the Soo Ry. Co. He alleges that on June 26, 1913, he was struck by a falling grain door from one of the cars of the railroad company and as a result was confined to his home for 3 months, having received a fractured knee cap, broken leg, and other injuries. He alleges that he is permanently disabled and that he will never be able to take up work of inspection again. The accident was caused by alleged negligence and carelessness of the defendants. Carlson was injured while walking on a path between elvtrs. L and K, when a grain door fell from a freight car.

Superior, Wis.—The Belt Line Elvtr. Co. is not an operating company, but a holding company with headquarters in Minneapolis. We operated the Belt Line Elvtr. "M", under a lease. This building was destroyed by fire Apr. 26. The fire originated from unknown causes and was discovered in the cupola about midnight. The elvtr. had been operated all day Saturday and closed down at about 6 p. m. We had received notice to be prepared to turn the property over on July 1 to the Superior Terminal Elvtr. Co., which had brot the house, and on that account we were at the time of the fire shipping grain out as fast as possible. The fire came at a very unfortunate time as regards the grain, as 3 boats were to be loaded Monday and this would have removed nearly all of the grain in the elvtr.—the amount being about 300,000 bus. The loss on the building will be approximately \$150,000. Both building and grain were fully insured.—E. A. Bradley, sec'y, Globe Elvtr. Co., Duluth.

MILWAUKEE LETTER.

T. L. Mitchell, one of the oldest members of the Chamber of Commerce died Apr. 30.

Work has been started on our 280,000-bu. addition to our elvtr. by the Stephens Engineering Co., which has the contract. The elvtr. will be of re-inforced concrete thru-out.—D. D. Weschler & Son.

E. J. Furlong and Clark Fagg were in Washington April 27th to 29th in attendance at the hearing before the House Committee on Agriculture on the Lever Federal Supervision Bill.—H. A. Plumb, sec'y Chamber of Commerce.

The Milwaukee road has authorized malting in transit at Milwaukee on barley received from points between Beloit and Elk Point, S. Dak.; also milling in transit on corn received from points between Burbank and Stickney or Platte, S. Dak.

A. W. Matter has been admitted to membership in the Chamber of Commerce and the memberships of Frank J. Bell, T. L. Hanson, dec'd, John P. Prather, David Vance, dec'd, have been posted for transfer.—H. A. Plumb, sec'y Chamber of Commerce.

H. D. Nordman, who is charged with having secured \$500 from a grain com'sn house of Chicago on a fraudulent B/L, has attempted to pass some of these documents in Milwaukee. O. C. Owen & Co. report being advised of a shipment, and being informed by the agent to whom they wired that the B/L was a forgery. They have turned the matter over to the C. M. & St. P. Ry. Co.—H. A. Plumb, sec'y Chamber of Commerce.

We are indebted to Sec'y H. A. Plumb for a copy of the 56th annual report of the Chamber of Commerce, containing a complete list of the officers, com'ites and members of the exchange and a table show-

ing the pres. of the exchange since 1858, together with a list of the number of memberships for each year, 1883 leading with a membership of 629. The usual reports of com'ites, officers and depts., statistics covering receipts and shipments, range of prices, the charter, rules and by-laws of the exchange are all included.

the animal unaffected. Mr. Flohil gives a chemical analysis of ground screenings as compared with pure wheat bran in which the former shows 7% more protein, 2.65% more fat and 3.25% more crude fiber which he believes is a distinct advantage in food value over pure mill feeds.

THE AMERICAN FEED MANUFACTURERS Ass'n will hold its sixth annual convention at the Auditorium Hotel in Chicago, May 22 and 23. The meeting will be called at 10 a. m., May 22, the morning session consisting of routine business. In the afternoon addresses by Prof. Elmer S. Savage, Cornell University, on "The Attitude of the Teacher to the Mixed Feed Industry," by J. W. Anderson, pres. Kornfalfa Feed Milling Co., Kansas City, Mo., on "Co-operative Advertising," by Dr. F. D. Fuller, representing the Ass'n of Feed Control officials of the United States, La Fayette, Ind., on "Some Phases of Inspection Work," by Prof. W. A. Henry, Dean Emeritus College of Agriculture, Madison, Wis.; and by Hon. Lynden Evans, Ex. member of Congress from Illinois, on "The Effect of National Legislation Upon Existing Laws" will be delivered. The convention will end with the election of officers and the meetings of the board of directors and executive com'ite on the morning of May 23. Entertainment features of the session will be a men's luncheon at the Auditorium Hotel, a luncheon for the ladies and a theater party, followed by a supper and cabaret entertainment on May 22 and an automobile ride and visit to the national league ball park to witness the ball game between Chicago and Boston on May 23.

THE METHOD used for determining the amount of cotton seed hulls in cotton seed meal by the National Experiment and Seed Control Station of Holland, located at Wageningen, as reported in the U. S. Dept. of Agri. Experiment Station Record, which quotes C. J. Kole, a Holland writer, is as follows: Five gm. of the sample is treated in a cylinder with 300 c. c. of boiling water and allowed to stand for at least 4 hours. The supernatant fluid is then poured off, and the residue is brot upon a piece of gauze (15 by 15 cm., mesh 10 microns) with the aid of a stream of water. The 4 ends of the gauze are brot together and the mass kneaded with the fingers for the purpose of reducing its size. The mass is then washed back into the cylinder, and when the hulls have sunk the fluid containing the floating particles of meal body is poured off. The cylinder is filled again with water and when the coarse particles of hull have subsided, the supernatant fluid containing the fine particles of shell and coarse particles of meal is transferred to the gauze. The mass is then rubbed up in a mortar and transferred again to the cylinder. These processes are repeated until all meal body has been removed, when the residue, representing the hulls, is dried. The weight of these hulls is multiplied by an empirical factor $100 \div 72$, which gives the amount of hulls present in the sample. It is not deemed possible to obtain a good separation of hulls and meal body by sifting, and determining the crude fiber may give a clew as to whether a large or a small amount of hulls is present in the meal, but the results are not accurate.

PHILIPPINE ISLANDS during 1913 imported 191,799,219 lbs. of rice compared with 663,710,870 lbs. of rice in 1912, and exported 117,928 tons of hemp, compared with 172,311 tons in 1912.

Feedstuffs

HAMMOND, IND.—Chapin & Co. are building an additional feed warehouse.

THE JOSEY-MILLER Co., of Beaumont, Tex., will erect a feed mill at Crowley, La.

THE LARROWE MILLING Co., Cohocton, N. Y., and Detroit, Mich., has registered "Larro-Feed" as a trademark for a mixed feed for dairy cattle.

PHILADELPHIA, PA.—We are paying less attention to grain than heretofore and devoting our energies to feedstuffs almost exclusively.—M. F. Baringer.

THE FEDERAL MILLING Co., Lockport, N. Y., has registered a trademark on a feedingstuff composed of wheat, corn and oats to be known as "Lucky."

THE AMERICAN MILLING Co., of South Barterville, Ill., was recently organized with several Peoria men as members, C. C. Miles of Peoria being made a director.

PINE BLUFF, ARK.—We are making arrangements to install a 4-ton per hour feed mixing plant, which when completed will cost us about \$6,000.—Howell L. Westbrook, Westbrook Grain & Com'sn Co.

THE MULBERRY OIL Co. brot suit Apr. 24 against the Western Grain Co., of Ft. Smith, Ark., to recover \$691.25 as damages for alleged breach of contract to purchase 600 tons of cotton seed hulls and 200 tons of cotton seed meal. Complainant alleges that defendant refused to accept more than a minor portion of the contract and it was therefore forced to sell elsewhere at prices far below those specified in the contract.

THE DARRAGH WAREHOUSE Co. of Little Rock, Ark., is now building a \$25,000 feed and mixing plant which when completed will be one of the largest and most rapid handling plants in the south. It is equipped with a complete line of Gaunt Feeders with steel mixing conveyors and elevator legs, also feeders for making sugar feed. The plant will have a 15-ton-per-hour capacity for molasses and a twenty-ton-per-hour capacity for dry feed. Its machinery will also include a 6-ton-per-hour hay grinding outfit. The building is being erected by Kaucher, Hodges & Co.

THE FOOD VALUE of screenings has been greatly underrated according to J. T. Flohil, Asst. Chemist of the Pillsbury Flour Mills Co., a feeling seeming to have gone abroad that their addition to the pure mill feeds has a detrimental effect to the whole. He gives as a reason the possibility that their true value has never been seriously investigated; also that the black hulls showing up in the bran and shorts do not give an attractive appearance, but really indicate the presence of black oil bearing seeds and show that they have been properly ground, which is extremely important for the reason that in their natural state they are very resistant to the action of the digestive juices and are likely to pass thru

HERE IS THE NEWEST THING YET—

It was made as an experiment and it is so successful that we are applying for a patent and will manufacture and sell it. We haven't even found the right name for it, but that will come later.

It is a *grain conditioner* or *chute*, something after the style of our grain racks in the Hess Grain Drier, with zig zag galvanized steel shelves, making a crooked and continuous path for grain, from top to bottom. It rests on a heavy steel bracket and is attached to the side of the elevator in such manner that it *catches the wind* blowing from either direction, and compels it to pass through.

A grain spout leads from the scale or garner or from the elevator head in the top of the elevator, and discharges into the top of the ventilating chute. Another grain spout is attached to the bottom leading back to the elevator boot or anywhere you please, on the lower floor. There is a slide at the bottom, by means of which the flow of grain may be regulated at any speed desired. To use this you discharge the grain into the top and let the rack fill. This makes a vertical column of grain, *open on both sides, and the wind will blow straight through it.* Then you open the slide at the bottom and the grain begins to travel.

It doesn't move straight down but tumbles and turns and mixes as it comes and, with the wind blowing through it, *dust, moisture, mustiness and odors are removed*; the grain is cleaned and polished by the motion, and when it comes back into the house at the bottom it is cool and sweet—cleaner and brighter than it was before.

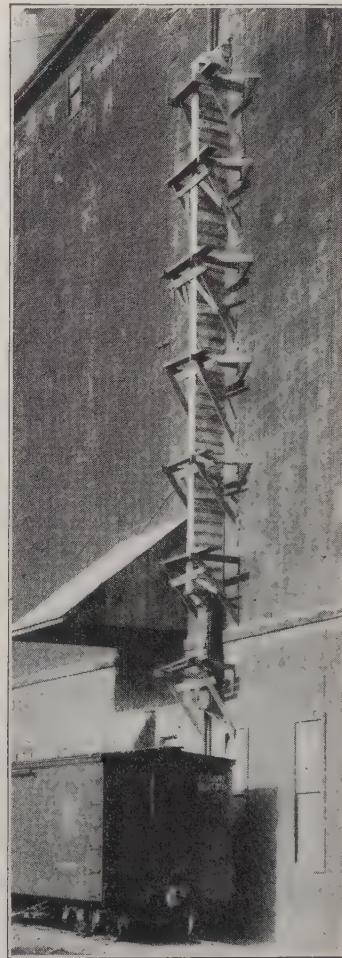
This is not a drier, but in the right weather some moisture will be removed, especially if the grain is warm and sweating. This thing doesn't call for any more machinery in your house. It can be attached to the apparatus you already have, and there are no fans, steam coils or other connections necessary, except simply the spouts.

Our first customer, one of the largest grain corporations in the West, bought one of these on trial, 45 ft. long, and within a month had ordered another of 45 ft. length, and two of 65 ft. each. The president of this company told us in his first report on it that it was "*the best thing he ever saw.*"

We recommend it for conditioning and cooling any kind of grain or seed that may be musty or damp,—dusty or out of condition; it will cool hot grain and is desirable for cooling and airing oats after bleaching.

The cut shows a 45 ft. conditioner on a large elevator at Burlington, Iowa. The brackets are wooden scaffold sections put up for the purpose of erecting the spout and are not a part of the device. We make it of heavy galvanized steel and furnish with it the necessary top and bottom connections, slide, supporting bracket and steel braces. It is built in short sections, easy to handle and of any length desired, therefore, suitable for any elevator. Any carpenter or millwright can put it up.

Write for further particulars.



Hess Warming & Ventilating Co.

907 Tacoma Building, CHICAGO

We have a good supply of celluloid vest pocket cards and cardboard wall placards containing the Federal Corn Grades, taking effect July 1st. These are free. Ask us for one and ask us also for information concerning grain driers, moisture testers, percentage scales and corn sieves.

100,000-Bu. Reinforced Concrete Elevator at Monroe, Mich.

In 1895 the Amendt Milling Co. started in business at Monroe, Mich., with a small mill and a little storage room. Gradually its grain and its milling business grew so a new plant with a 45,000 bu. elevator and a 250-bbl. mill was erected. Later the capacity of the mill was doubled and recently the company has completed a 100,000-bu. reinforced concrete elevator with facilities for handling 48 carloads a day.

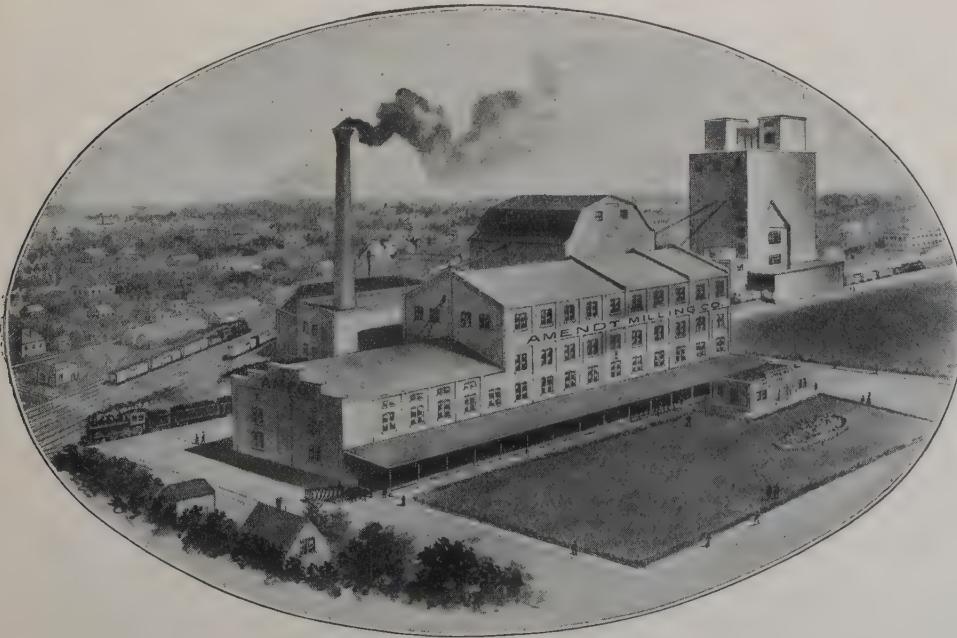
The elevator is equipped with three elevator legs, each having a capacity of 3000 bushels per hour. It is also equipped with an Ellis Corn Drier of 250-bushels capacity per hour. The elevator is equipped throughout with steel hopper scale, a large hopper scale having a capacity of 100,000 lbs. The smaller hopper scale is also steel and has a capacity of 125 bushels. This is for weighing farmers grain. Cleaning machinery was furnished by P. & R. Co.; their dust collectors also being used.

The Amendt Company is so situated it can buy grain all over Michigan, stopping it in transit at Monroe. Heretofore it has done considerable business in grain, but with the new elevator it expects to enter into the business very extensively. Beside its flour mill and elevator equipment it has a capacity of 50 tons per day of scratch grain, chick feed, pigeon feed and poultry mash, which business has shown a wonderful growth. The plant is always in operation, having never lost a day with the exception of a break down.

Monroe is surrounded by one of the finest farming countries in the United States. Beside the elevator at Monroe the company has several country elevators at nearby stations.

The officers of the company are George A. Amendt; Pres.; W. L. Amendt, Vice-Pres.; E. H. Amendt, Sec.; C. G. Amendt, Treas.

I HAVE been a reader of the Grain Dealers Journal for ten years or more and am satisfied that I have received more good from it than I have from any other trade paper I have ever taken. I do not wish to miss a single issue.—O. K. Morrison, mgr. Farmers Grain & Lumber Co., South English, Ia.



Amendt Milling Co.'s Plant at Monroe, Mich.

BARLEY, its history, development, botanical relations and varieties, also its morphological, anatomical, and chemical characteristics are treated in a new German book, "Die Gerste," by H. Quante. The author compares the Berlin and Haase systems of brewing and discusses the methods of cultivation, storage and artificial drying of the grain.

"LEGAL STATUS of Farmers Co-operative Ass'ns", an article in the Monthly Bulletin of the International Institute of Agriculture, briefly outlines some of the drawbacks experienced in forming such organizations under the existing State laws, and enumerates special provisions in the laws of California, Wisconsin, Massachusetts, Nebraska, and Texas, for overcoming these difficulties.

CANADIAN WHEAT imported into the United States is subject to duty as wheat even tho shrunken, frozen or otherwise damaged, under a decision given Apr. 9 by the U. S. General Board of Appraisers at New York, overruling a protest by Wm. Schade & Co., of Chicago, who claimed the wheat should be taxed only 10 per cent *ad valorem* as an unenumerated unmanufactured article under paragraf 480. The importation comprised 84,045 bus., and when unloaded at Chicago was so damp it had to be run thru a drier before storing in an elevator. Under paragraf 242, tariff act of 1909, the General Appraisers held: "Congress in providing for the duty upon wheat, has not seen fit to distinguish one grade from another. We think it is a fair conclusion from the testimony in this case that this wheat has a grade and place in the business of grading wheat as one of the known commercial grades, undoubtedly poor in quality. We do not, however, consider the question as to the quality of the bread made from the wheat as very material. The question whether it could be used for food would depend largely upon the scarcity of wheat, the price of the better grades and the necessities of the consumer. It is true that but 50 per cent of this grain would germinate, but the classification is in no place made to depend upon the amount that would germinate; no one on viewing this commodity would call it anything but shrunken wheat. We are therefore of the opinion that it should be classified as wheat."—K.

 Rats and Mice eat the Meat out of Oats and Corn and Horses get the Husk

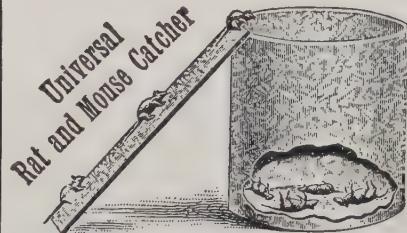
H. D. SWARTS

Inventor and Manufacturer of

UNIVERSAL

Rat and Mouse Catcher

P. O. BOX 566
SCRANTON, PA.



Universal Rat and Mouse Catcher, Patent Applied for in United States and Foreign Countries

RATS are DISEASE CARRIERS;

ALSO CAUSE MANY FIRES

Having tested my Rat and Mouse Catcher thoroughly, I am now offering it for sale. The Catcher **Cleans** a building of rats and mice in a short time, and keeps it cleaned, for it is always ready for use. Made of galvanized iron, can't get out of order, and lasts for years. A large number can be caught daily, for the **device** on inside **resets itself** after each rat or mouse passes it. Go to Catcher mornings, remove device on inside, which only takes a few seconds, take out the dead rats and mice and replace device and it is ready for another catch. Two small pieces of cheese are used, doing away with poisons.

The large Catcher is 18 inches high and 10 inches diameter. When rats or mice pass the device they die and no marks are left on them. This Trap will catch mice as well as rats. The Catcher is always clean. One of these Catchers set in a livery stable in Scranton, Pa., caught 12 rats and 2 mice in one day and over 100 rats in a month. One will be sent prepaid to any place in United States upon receipt of \$3. Catcher, 8 inches high, for mice only, prepaid for \$1. No woman will part with one of the Mouse Traps when she once realizes its great value. The device resets itself and holds a large number of mice.

On account of shipping charges being prepaid, remittance is requested with order.

Very truly yours,

H. D. SWARTS,
Inventor and Manufacturer,
Scranton, Pa.

P.S. Please Tell Your Friends About These Traps

Supreme Court Decisions

A crop sown or planted by a trespasser, so long as it remains unsevered, belongs to the landowner.—Heilwig v. Nybeck. Supreme Court of Michigan. 146 N. W. 141.

Landlord's Lien.—A sale for future delivery of crops subject to a landlord's lien is a crime, in violation of Pen. Code 1910, 721.—Bell v. State. Court of Appeals of Georgia. 81 S. E. 253.

Arbitration.—A submission to arbitration, executed by a partner on behalf of himself and his copartner, is not binding on the latter unless executed by his express authority.—Hoffman v. Westlecraft. Supreme Court of New Jersey. 89 Atl. 1006.

Carrier's Liability.—The liability of a carrier commences when it receives the entire custody of goods for immediate transportation, and not from the date of the B/L.—Lee Line Steamers v. Craig. Supreme Court of Arkansas. 164 S. W. 274.

Surrender of B/L.—The railway companies should usually require production of the B/L before delivery of goods to a person demanding them, it is not entitled to surrender of the B/L under all circumstances as a condition precedent to delivery to the consignee.—Outcault Advertising Co. v. Thornton. Court of Civil Appeals of Texas. 164 S. W. 436.

Making Claim within Four Months.—A general provision, in a B/L covering an "interstate shipment," that claims for damage must be made in writing to the carrier within four months after delivery or after reasonable time has elapsed for delivery in order to make the carrier liable is valid, though not supported by any special consideration.—Johnson Grain Co. v. C. B. & Q. R. Co. Kansas City Court of Appeals. 164 S. W. 182.

Shipper Allowed Attorney's Fees.—The provision of section 16 of Interstate Commerce Act Feb. 4, 1887, c. 104, 24 Stat. 384 (U. S. Comp. St. 1901, p. 3165), as amended by Act June 29, 1906, c. 3591, § 5, 34 Stat. 590 (U. S. Comp. St. Supp. 1911, p. 1301), authorizing the court to allow a reasonable attorney's fee to the prevailing petitioner in an action for damages brought thereunder, is constitutional.—Denver & R. G. R. Co. v. Baer Bros. Mercantile Co. U. S. Circuit Court of Appeals. 209 Fed. 577.

Mixing of Mortgaged and Other Grain.—If the mortgagor purposely or carelessly mixes the mortgaged goods with his own and sells the whole, the mortgagee may maintain an action to recover the value of the whole from the purchaser, in absence of evidence to distinguish the mortgaged goods, and in case of mortgaged grain and other property which may be divided into aliquot shares without injury, if there is no evidence for making an aliquot division, the mortgage will cover the entire property.—Catlett v. Stokes. Supreme Court of South Dakota. 145 N. W. 554.

Liability of Surety of Warehouse Superintendent.—Where a surety company executed a fidelity bond for the benefit of a bank, insuring against loss sustained by the issuance of fraudulent warehouse receipts by the alleged superintendent of a warehouse, which might be pledged by the warehouse company to the bank, the fact that the warehouse company misrepresented the employee's position as warehouse superintendent, when, in fact, he was a mere bookkeeper, and that the warehouse company failed to inform the surety of the employee's defaults, etc., did not relieve the surety from liability for such defaults to the bank; the bank being under no obligation to the surety company to see that such conditions of the bond were complied with.—Kendrick-Roan Grain & Elevator Co. v. J. H. Weaver and National Surety Co. Supreme Court of Tennessee. 163 S. W. 814.

Ignorance of an Interstate Shipper of the carrier's schedule of rates on file with the Interstate Commerce Commission does not relieve him from liability for such rates.—St. Louis, I. M. & S. R. Co. v. Faulkner. Supreme Court of Arkansas. 164 S. W. 763.

Liability of Telegraf Co.—Plaintiff sent a message directing his brokers to purchase May oats. The message delivered directed the brokers to buy a much larger quantity than plaintiff ordered. The market fell, and plaintiff, after learning of the error, directed the brokers to sell the amount in excess of that he intended to purchase. Held that, as plaintiff was not liable to the brokers for their purchase on faith of the erroneous telegram, he could not recover from the telegraph company the amount of the loss which he made good to the brokers.—McKee v. Western Union Tel. Co. Court of Appeals of Kentucky. 164 S. W. 348.

Landlord's Lien.—Ky. St. § 2323, provides that a landlord has a superior lien upon the crop of his tenant to reimburse him for money and property furnished to the tenant to enable him to raise a crop or lien while carrying out the contract, but that the lien does not continue for more than 120 days after the expiration of the term. Section 2324 provides that the landlord may enforce his lien by distress or attachment. Held, that the delivery to the landlord by the tenant of his interest in the crop, at any time before the landlord's lien expires, preserves a lien as effectively as the institution of a legal proceeding to enforce it.—Barlow v. Fuller. Court of Appeals of Kentucky. 163 S. W. 742.

Warehouse Receipts.—Where the owner of warehouse receipts caused the warehouse corporation to keep the property represented by said receipts consisting of grains, seeds, and potatoes in a separate part of its warehouse, apart from all other grain and produce stored in such warehouse, and caused the warehouseman to mark the sacks containing such property plainly with the name of the owner, such acts on the part of the warehouseman are an acknowledgment of the validity of the transfer of the receipts from owner's assignor, as well as of the property represented thereby, and estop the warehouseman from denying the same.—Frontier Milling & Elevator Co. v. Roy White Coop. Merc. Co. Supreme Court of Idaho. 138 Pac. 825.

Recovery of Freight Overcharge.—An action to recover overcharges, in which it is alleged that an interstate carrier having a published rate of 1 cent per 100 pounds with a minimum charge of \$5 per car, furnished cars with a carrying capacity of 40,000 pounds, when it should have furnished cars with a capacity of 60,000 pounds, and that the carrier was overcharging because the car of the capacity of 40,000 pounds would not earn \$5 at the published rate of a cent per 100 pounds, is an action to construe the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]), and the state court has no jurisdiction.—St. Louis Southern Ry. Co. v. J. S. Patterson Const. Co. Supreme Court of Indiana. 104 N. E. 512.

Arbitration.—A contract for the sale of personal property provided for the fixing of the price by arbitrators in case the parties could not agree, and declared that each of the parties should select an arbitrator and the two should adjust and fix the grade of the material between themselves, rendering their award in writing, and at the time of their appointment the two arbitrators, before examining the material, should select a third arbitrator, who, in the event of a disagreement between the two, could then be called in and the decision of the third should be final between the parties. Held, that under such contract the parties had no power to choose the third arbitrator, nor could they be charged with fault merely because the two arbitrators chosen failed to agree on the third.—Robinson Bros. & Co. v. Patterson. U. S. Circuit Court of Appeals. 210 Fed. 839.

Discrimination by Carrier.—The giving of several months' credit for the payment of freight charges to one shipper pursuant to a contract antedating the shipments, while other shippers under the same circumstances were required to settle promptly after the end of each calendar month for freight shipped during that month and to give a bond that the freights would be paid, although legal interest was paid by the shipper given such credit, was a concession or discrimination in respect to transportation within Elkins Act Feb. 19, 1903, c. 708, 32 Stat. 847, as amended by Act June 29, 1906, c. 3591, § 2, 34 Stat. 587 (U. S. Comp. St. Supp. 1911, p. 1311), providing that it shall be unlawful for any person to offer, grant, or give any rebate, concession, or discrimination in respect to the transportation of any property in interstate commerce whereby such property shall by any device whatever be transported at a less rate than that named in the tariffs published and filed by the carrier, or whereby any other advantage is given or discrimination practiced, since "discrimination" in ordinary understanding and definition is the act of treating differently, and is the antithesis of advantage, and the extension of such credit is an extension of an advantage to such shipper involving a correlative discrimination in respect to those not so favored.—Hocking Valley Ry. Co. v. United States. U. S. Circuit Court or Appeals. 210 Fed. 735.

Insurance Field Men to Meet.

The 7th annual meeting of the Mill and Elevator Mutual Fire Insurance Field Men's Ass'n will be held in the College Room of the Hotel LaSalle, Chicago, May 19-22.

Pres. J. J. Fitzgerald will deliver the address of welcome followed by the reports of Treas. C. B. Sinex, Sec'y Wm. Reed, and all regular committees. Interesting speeches and discussions on the following subjects will be presented:

"Construction," by representatives of the Burrell Eng. & Const. Co., and the Macdonald Eng. Co., of Chicago.

"Variations and Depreciations," by Lyle H. Olson.

"Electrical Hazards," by F. F. Burroughs and F. J. Postel, electrical engineers.

"Dust Collectors," by C. G. Hammond, Huntley Mfg. Co., Silver Creek, N. Y.

"Power, Transmission and Bearings," by W. W. Collins.

"Gasoline and Oil Engines," by C. E. Beck.

"Co-insurance," by L. H. Baker of the Mich. Millers Mutual Fire Ins. Co., Lansing.

"Electrical Apparatus," by Messrs. C. F. Schoonamacher and Barron of the General Electric Co. Wednesday afternoon, the 20th, will be entirely devoted to this discussion and members are requested to have all inquiries, problems and sketches in such shape as to prevent all possible loss of time in presenting them.

Luncheons will be arranged to care for all in attendance on each day and the field men will be guests of the Millers Mutual Fire Ins. Ass'n, Alton, Ill., at a theatre party on Wednesday evening.

The Ass'n now has 60 active and 16 honorary members, representing nearly all the elevator mutuals.

McCUMBER'S BILL for federal grain inspection was defeated in the senate May 1 by a vote of 37 to 20. Illinois and Maryland were against the bill, and McCumber lost the support of some Senators who studied the charges of fraud in Minnesota inspection and found them groundless.

Insurance Notes.

The new Workman's Compensation Act of Iowa will go into effect on July 1.

THE WORKMEN's compensation act of Washington is differently construed by state and federal courts, one holding that the statute governs the liability of the operators of business enterprise to strangers, and the other holding that the act is limited in its application to employees only.

According to a ruling of the Illinois Industrial Board made recently elevator employers will now be required to file with the board a statement of their financial assets. This step is being taken by the board to meet the provision of the Workman's Compensation Act, portions of which prescribe the maximum amount that can be collected for certain injuries and the required assets available by each employer. In case any employer is unable to file this statement with the board, the limitation clause of the act does not apply and the injured man or his assigns can sue for an amount equal to the entire cost of the plant.

ASSESSMENT on the salaries of employees to carry insurance under the Minnesota Compensation act is invalid in the opinion of the asst. attorney general who filed a reply to the Winona Builders Ass'n on the subject. In attempting to comply with the workmen's compensation and employers' liability act the Winona contractors decided to withhold 2% of the wages to cover insurance and the employees immediately obtained an attorney to advise them if such a plan was legal. In giving his opinion the attorney holds that such a deduction does not come within the provisions of the act authorizing workingmen and their employers to agree to carry additional insurance above the amounts specified in the act and for which special contributions may be made.

FEDERAL STANDARDIZATION AND SUPERVISION of grain grades has been approved by the directors and delegates of the Millers National Federation, who on Apr. 10 adopted a resolution endorsing national standardization and federal supervision of inspection. A committee was appointed to promote the bills in Congress that will accomplish the end sought.

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The Millers Mutual Fire Insurance Co.,
Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co.,
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Michigan Millers Mutual Fire Insurance Co.,
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Grain Dealers National Mutual Fire Ins. Co.,
Indianapolis, Ind.

Send information to the

MUTUAL FIRE PREVENTION BUREAU
OXFORD, MICHIGAN

Patents Granted

Corn-Hanger. No. 1,095,006. (See cut.) Wm. L. Lowe, Stewart, Ia. This device consists of a main stem in which are V-shaped notches into which fit V-shaped wire racks that extend out from both sides.

Spout. No. 1,094,508. (See cut.) Alfred Wilford, Baltimore, Md. The spout comprises a tubular section with a surrounding casing and another tubular section slidably mounted within the casing, by means of shoes on the different respective sections.

Scale-Beam. No. 1,094,722. (See cut.) Henry Elmore Kintz, Rochester, N. Y. The patent covers a hollow balancing ball on a screw both of which turn relatively toward the beam. In the ball is a geared nut working in connection with another geared member. The nut is kept in place by means of a spring between it and the ball.

Elevating Apparatus. No. 1,095,077. (See cut.) Frank Herbert, and Fred Havel Brown. Wheeled carriers consisting of automatically folding and unfolding trailer and pilot run on an inclined frame on which are tracks. The carriers are attached to the motive power, run up the incline with their load then fold and unfold for another load upon reaching the bottom end of the circuit.

Rack for Seed Corn. No. 1,095,429. (See cut.) George Sokol, Monmouth, Ia. Two panels with diagonally-arranged cross-wires form the basis of this device. Wire links with eyes are fastened pivotally to the ends of certain cross wires in such manner as to allow the panels to be folded flat and to act as supports when spread out.

Food-Mixer. No. 1,095,719. (See cut.) Mathew M. Egan, Fort Worth, Texas. The mixer is made up of a series of chutes in which are agitators and a means of regulating the discharge of food material and beneath which are troughs in which are mixers. These troughs are connected with a tank of syrup and have discharge pockets which in turn are connected with an elevator provided with cups and a discharge spout for receiving the mixed material.

Car-Seal. No. 1,095,271. (See cut.) Samuel F. Estell, Los Angeles, Cal. The device consists of a chambered head with an aperture in one wall thru which an adjacent strap with an elastically compressible hook is adapted to run. Within the chamber is a spur and a tongue by which the strap is caught and secured when thrust into the aperture.

Corn-Rack. No. 1,095,687. (See cut.) Solomon B. Wenger. A standard supports detachable radial arms on the ends of which is a cylindrical wire mesh rack suspended from a rim. Within this cylindrical rack is a smaller detachable mesh rack which, like the outer one, is adapted for holding corn. These are connected at the bottom by hooks when burdened.

Bag-Tie. No. 1,094,577. (See cut.) John H. Kirkland, St. Thomas, Ont. The bag tie has a yieldable face adapted to confront a bag. A rivet extends thru the fastener and is clinched at the inner side of the bag. A cord is attached to and winds around the rivet thereby bulging the yieldable face the edges of which are held in spaced relation to the bag by means of a rigid periphery.

Grain-Separator. No. 1,095,592. (See cut.) Robert J. Owens, Minneapolis, Minn. The separator comprises a shoe provided with a series of inclined sieves each with a plate beneath inclined oppositely and having a lip at its discharge end on which is carried a rider arranged in such close parallel proximity with the sieve next beneath that oat kernels passing between are forced to remain flat. Both the plates and the sieves are arranged in staggering relation to each other.

OATS IMPORTS from Canada were relatively small in July, August, and September, 1913, and with October a larger movement began. In that month the total imports of oats into the United States amounted to about 2,525,000 bushels, in November to 5,132,000, in December to 5,578,000, and in January, 1914, 2,959,000. All but a very small proportion of these imports was received from Canada, the amounts from other countries being but a few hundred bushels at the most in a month. The total imports during the four months ending January, 1914, amounted to over 16,000,000 bushels, or more than the total imports during the seven years beginning July 1, 1906, and ending June 30, 1913.—*Bulletin 581, U. S. Dept. of Agriculture.*

Crop Improvement.

SOMEWHERE in your locality you will find a farmer who is always raising more than the average yield and a high quality. Get this man to talking and find out why he succeeds. If all the farmers in your vicinity were to follow his example everybody would be more satisfied. Better do what you can to help a good thing along now.

THE OFFER of State Grain Inspector Tunell of Minneapolis to have his experts explain how all grading is done before various farm clubs has been extensively accepted and while the offer comes a little late for the most effective work of the season, a great many programs will be so arranged as to allow the grading of grain for all comers.

THE ST. LOUIS GRAIN CLUB, headed by Bert Lang, chairman of the crop improvement committee, are again at their good work with posters. Over 40,000 seed corn and oat posters have been sent out with requests that they be placed in conspicuous places where they will be read and appreciated. It is reported that they have created a good deal of interest throughout the trade territory.

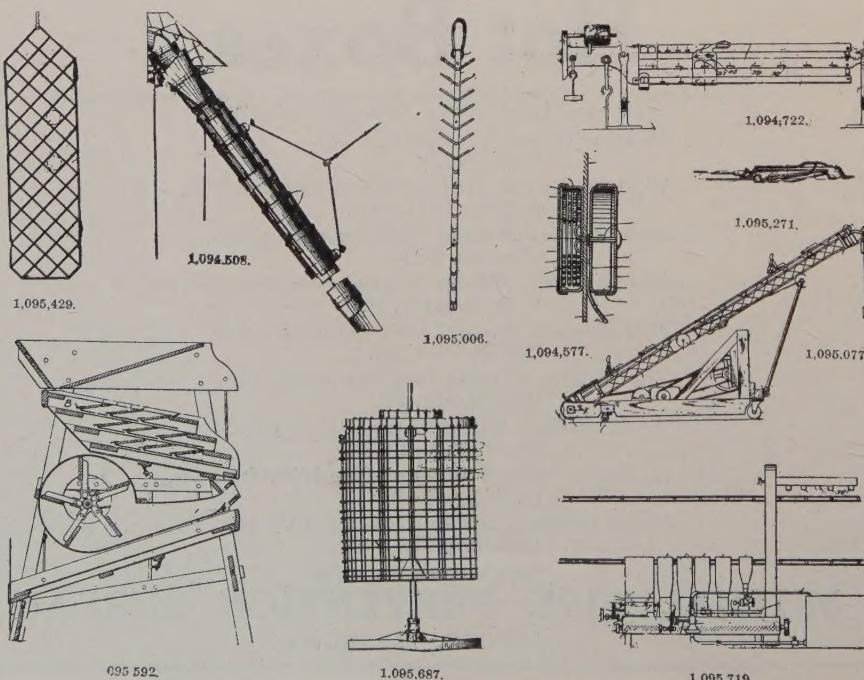
A SEED CLEANING contest has been suggested by the American Society of Agri. Eng. with a view to educating the farmers to the value of this class of machinery for the improvement of their crops. It seems that few of them appreciate what can be done thru the use of this machine or how much could be saved if they were extensively used to eliminate the planting of pest weeds, etc., which are yearly costing fabulous sums of money.

KANKAKEE FARMERS have recently formed what is to be known as the "Pedigreed Seed Breeders' Ass'n," and elected Walter Lowe, of Waldron, Ill., Pres.; Nels Olsen, Herscher, Sec'y; C. M. Wright, Manteno, Treas. The organization has been materializing for some time and is to a large extent due to the efforts of Dr. Collier, Agri. Director of Kankakee County. The work is to be commended and it is hoped that it will be a complete success.

THE COUNTIES in Illinois now having advisers are as follows: Lake, McHenry, Winnebago, DeKalb, Kane, DuPage, Will, Kankakee, Iroquois, Livingston, Peoria, Tazewell, Champaign and Bureau, according to J. G. Mozier of the University of Illinois. He further states that in many of the counties where work has been going on only a little more than a year an enormous amount has been accomplished in getting farmers started along lines of soil and crop improvement, as well as home conditions. Thousands of dollars have been saved to the farmers in the purchase of seed, limestone and rock phosphate, and if interest keeps on at the wonderful increasing gait which the work has so far created, many of the county agents will need assistants to aid them in covering their work.

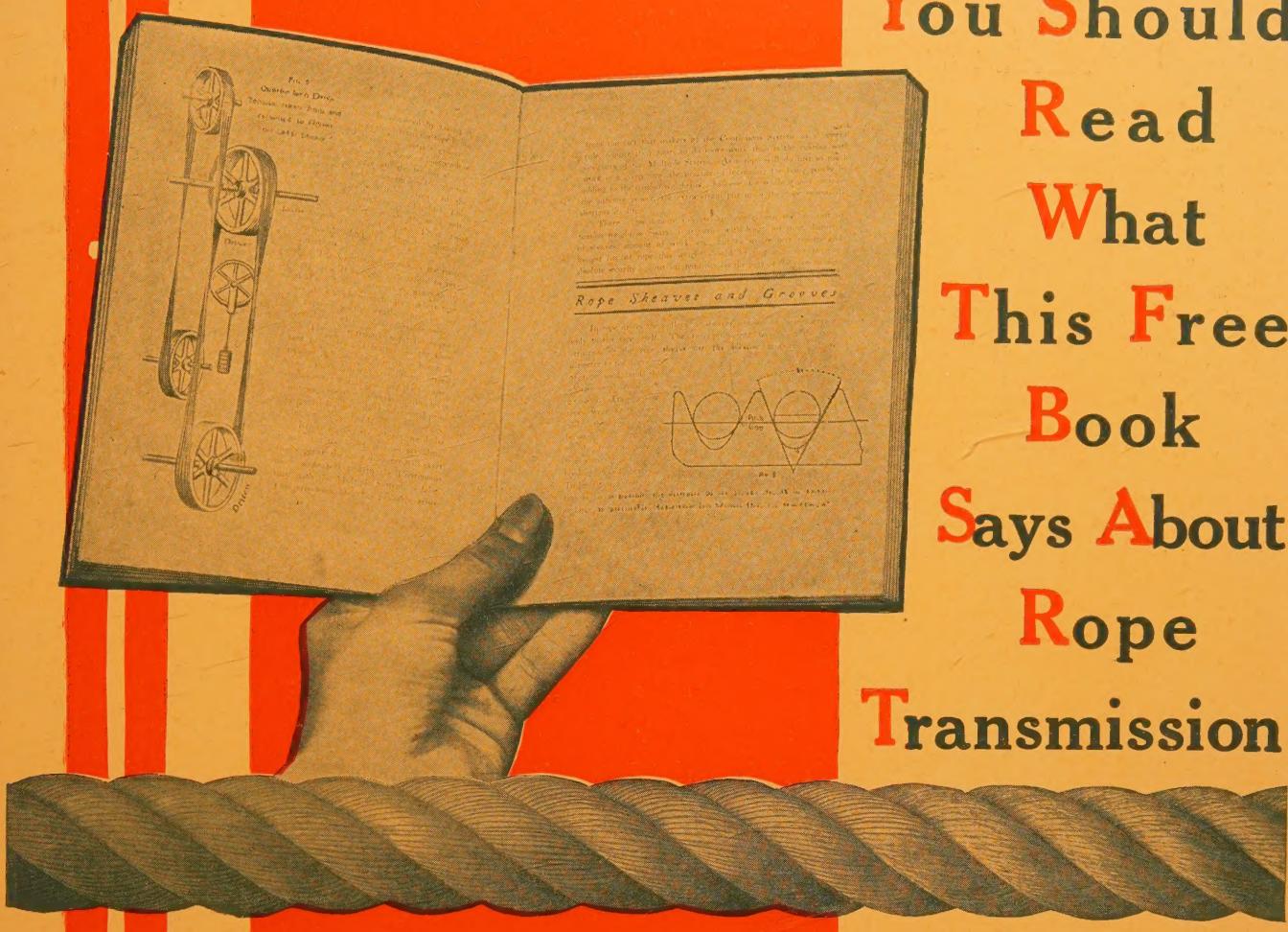
THE BALTZ bill providing for the publication of monthly statistics relating to grain and grain products will have formal hearings and in all probability grain dealers from all parts of the country will be asked to appear before the census com'ite.

THE PNEUMATIC method of discharging bulk grain of all kinds will be introduced next August in Liverpool and Birkenhead. A pneumatic elevator will be erected on a pontoon about 100 feet by 30 feet, and the height of the tower will be about 80 feet from the water line.



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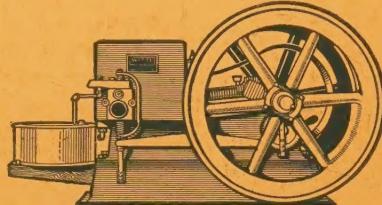
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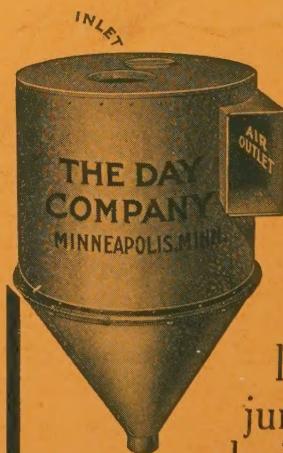
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